COACH MART

The weekly for the coach industry

Issue 664 £1 November 7th, 1991

OPTIMO REVISITED

Spotlight on Toyota's revamped minicoach

• THIS WEEK

- Five pages of news
- The industry's busiest classified columns
- All the latest on tourism

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AEC

1977 Plaxton Express, 53 seater, semi-auto gearbox, Bristol Dome, white/black exterior, autumn tint moquette. MoT 03.10.91. Stock No. 0006.

VOLVO

1983 B10M Jonckheere P599, 48 seats, 6 speed gearbox, curtains, toilet, drinnks machine, MoT 29.11.91. Stock No. R037.

1983 Volvo B10M 12 metre, 57 seater, Duple Laser, PA/radio/cassette, 6 speed ZF manual gearbox, MoT 15.07.92. Stock No. 1074.

1980 B58 Air/Leaf Dominant, 12 metre, 53 seats, 48 recliners, 5 fixed, automat g/b, power door, tinted windows, curtains, side lockers, MoT 17.12.91. Stock No. 0012.

1973 B58 Plaxton Supreme, 11 metre, 53 (remoquetted) seats, X'Press doors, side lockers, MoT 03.10.91. Stock No. 1047.

BEDFORD

1980 PJK, 29 seat, Dı **SOLD** ock No. 0007.

1975 YRO Plaxton, 45 seats, power door, side lockers, private plates. Stock No. 1062.

LEYLAND

1982 Duple Dominant, 51 reclining seats, 6 spd gearbox, side lockers, MoT 21.01.92. Stock No. 9033.

1981 Plaxton, 53 sea **SOLD** t gearbox, autumn tint moquette, side lock( )6.92. Stock No. 1073.

1981 Leopard Duple Dominant, 53 seats, 6 speed ZF g/box, red moq, livery white. Stock No. M9012.

1981 Leopard Plaxton Supreme, 12 metre, 49 recliners, 6 speed ZF gearbox, cream interior, autumn tint moquette. MoT 25.10.91. Stock No. 9011.

1980 Leopard Plaxton Supreme, 11 metre, 53 (remoquetted) seats, X'Press doors, 6 speed ZF gearbox, side lockers. Stock No. 9009.

SCANIA

1986 K112 Plaxton 3500, 55 reclining seats, demountable toilet, double glazed, retarder, curtains, radio/PA/cassette. MoT 01.03.92. Stock Number 1063.

CUMMINS

1985 Duple 425 (Cummins), 6 speed automatic g/box. 54 recliners, curtains, radio/PA, toilet, drinks machine, TV monitors, continental door, courier seat.

SETRA

1987 S215 HR (Rational) Mercedes, V8 engine, 6 speed ZF gearbox, Voith retarder, 47 recliners, toilet, drinks, fridge, TV, Webasto, curtains, MoT 9.6.92. Stock No. 1072

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M.O.T. T.B.A.

VOLVO 1988 B10M GL VAN HOOL ALIZEE-H 12M, 49 recliners, centre sunken toilet + continental entrance/exit door, double glazed tinted side windows, curtains, Webasto pre-heater, water boiler, fridge, wired for T.V./video, 3 saloon tables supplied loose, power entrance door, courier seat, white/green.
M.O.T. T.B.A.

VOLVO 1986 (AUG) B10MT (TANDEM) VAN HOOL ALIZEE-SH 12M, 49 recliners, grey/red moquette, rear toilet, driver's berth, courier seat, curtains, fridge, drinks machine, wired for T.V./video, all white.
M.O.T. APRIL 1992

VOLVO 1984 (AUG) B10M PLAXTON PARAMOUNT 3500 12M, 49 recliners, beige/red moquette, rear sunken toilet + continental door, driver's berth, courier seat, Webasto heating, TELMA retarder, drinks machine, curtains, tinted double glazing, power entrance door, wired/boxed for T.V./video, silver/blue.
M.O.T. JULY 1992

VOLVO 1983 (AUG) B10M BERKHOF ESPRITE HIGH-LINE 12M, 49/53 recliners, autumn moquette, demountable toilet, continental door, TELMA retarder, cream.
M.O.T. FEBRUARY 1992

DAF 1987 DKVL PLAXTON PARAMOUNT 3500 12M, 51 recliners, red/grey moquette, rear sunken toilet, continental entrance/exit door, tinted side windows, curtains, courier seat, drinks machine, power entrance door, wired for T.V./video, TELMA retarder, ABS anti-lock braking, cream/duo blue.
M.O.T. APRIL 1992

DAF 1986 DKFL PLAXTON PARAMOUNT 3500 12M, 49/53 recliners, grey/red moquette, demountable rear sunken toilet, continental exit door, courier seat, curtains, power entrance door, wired for T.V./video, cream/duo blue.
M.O.T. FEBRUARY 1992

DAF 1983 DKFL VAN HOOL ALIZEE-H 12M, 48 recliners, brown moquette, rear floor mounted toilet, continental entrance door, Webasto heating, driver's berth, power operated entrance door, courier seat, curtains, wiring for T.V./video, white/grey/red.
M.O.T. FEBRUARY 1992

MERCEDES 1985 608D DEVON CONVERSION, 14 full size coach seats recently retrimmed, grey/blue moquette, soft trim to casing panels/roof, interior parcel racks, rear boot, roof luggage rack, twin fuel tanks, TELMA retarder, white.
M.O.T. AUGUST 1992

BOVA 1985 FUTURA FHD 12.280 INTEGRAL 12M, 49 str., red moquette (44 recliners + 5 at rear) centre sunken toilet, continental door, driver's berth, drinks machine, fridge, Webasto, power entrance door, double glazing, courier seat, curtains, wired for T.V./video, twin fuel tanks, white/red.
M.O.T. JULY 1992

LEYLAND 1985 TIGER 245 JONCKHEERE JUBILEE P50 12M, 48 recliners, brown/orange moquette, rear sunken toilet, continental entrance/exit door, courier seat, tinted side windows/roller blinds, drinks machine, TELMA retarder, power entrance door, wired for T.V./video, white.
M.O.T. T.B.A.

TRADE DESCRIPTIONS ACT;
In detailing these used saloon coaches we have quoted the year of registration and not necessarily the model or year of manufacture.

VALUE ADDED TAX;
Prices quoted are exclusive of V.A.T. and are subject to the normal standard rate.

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COMMENT

ONCE again the express coaching industry has launched itself into a cross-border conflict, with Clansman and Knightrider jostling for passengers. Scottish Citylink is no stranger to this kind of thing, and must by now know how it reflects on the bottom line. All the more strange, then, that its parent company Clansman should first cancel its 'cheap' express service then respond to a replacement service by duplicating it.

A fag-box calculation suggests that, for every 400-mile run, income will be £350 for a full load - 87.5p a mile. Bearing in mind that Bruce of Airdrie's former service used to put 300,000 miles on the clock of every coach each year, effectively reducing the vehicle to scrap, is this an economic proposition?

More importantly, is there even an ounce of common sense in destroying the profit margins of other operators, of cheapening the service, and in causing a great deal of passenger confusion into the bargain? Inevitably there will be two casualties of this conflict - an operator and Joe Public.

Let's draw a comparison. Your new product costs £5 to make. Your competitor has similar costs and charges £20 retail. Do you then go in at £7.50 retail? Or do you go in at £19.90?

British Rail charges £53 for Glasgow/King's Cross single. Even taking into account the extra time the coach will take, is it really sensible to charge £7 or £8? Surely it is reasonable to charge £25... and guarantee a seat and a few refreshments?

The coaching industry can do without further degradation of image and hence profit margins. If it is to survive, it must lift its profile to a universal public perception of comfort and reliability. This campaign will cost money, and the public should pay for it, as they do with everything else from soap powder to toilet rolls, through the price of the product.

If the truth is really that coach passengers couldn't care less what they are paying for, as long as it's cheap, let's buy double-decks with reliable leaf-spring suspension, 100 seats, and drop them off on the side of the A1 at the nearest bus stop.

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1990 (G) MAN 10.180 ALGARVE, 35 recliners, power door, radio, full soft trim.

1987 (PP) SCANIA K112 PARAMOUNT 3500, 55 recliners, power door, tinted windows, Telma.

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USED VEHICLE SELECTION

DAF

1988 (E) MB230 CAETANO ALGARVE, *30 recliners, centre kitchen, full exec specification.*

1987 (D) SB2300 – DUPLE 340, *57 recliners, power door, provision for toilet, continental door.*

1986 (D) SB 2300 – CAETANO ALGARVE, *49/53 seats, centre toilet, continental door, Webasto, boiler, berth, boxed/wired for video.*

1986 (C) SB2300 – LAG GALAXY, *53 recliners, courier seat, power door, continental door.*

1984 (B) MB 200 DKFL – DUPLE LASER II, *53 seats, power door, wheel discs, Telma.*

1984 (A) DAF – BOVA CALYPSO, *53 recliners, power door, tinted windows.*

1983 (Y) DAF – BOVA EUROPA II, *47 recliners, courier seat, rear toilet, continental door, Webasto, wired for video.*

1983 (PP) DAF DKTL – ALPHA GT, *53 recliners, power door, curtains.*

1982 (PP) DAF – BOVA EUROPA II, *52 recliners, power door, radio.*

1981 (W) DAF – BOVA EUROPA, *53 seats, power door, tinted windows.*

VOLVO

1988 (E) B10M CAETANO ALGARVE, *49/53 recliners, double glazed, centre toilet, cont door.*

1986 (C) B10M – CAETANO ALGARVE, *49/53 recliners, centre demountable toilet, continental door, low driver facility.*

1980 (V) B58 – (S/AUTO) DUPLE DOMINANT II EXP, *53 seats, power door, tinted windows.*

1980 (V) B58 – DUPLE DOM II EXP, *53 seats, power door, tinted windows.*

MERCEDES/MAN

1983 (PP) 0303 JONCKHEERE P50, *49 recliners, centre toilet, continental door, double glazed, courier seat, fridge.*

1982 (PP) 0303 JONCKHEERE BERMUDA, *49 recliners, centre toilet, continental door, berth, courier seat.*

1982 (PP) MAN – VAN HOOL ACRON, *49 recliners, centre toilet, centre door, drinks, fridge.*

SCANIA

1986 (C) K112 – BERKHOF ESPRITE, *53 Vogel seats, power door, courier seat, Webasto, Telma.*

LEYLAND/AEC

1987 (E) TIGER (CUMMINS) – DUPLE 340, *53 recliners, courier seat, rear sunken toilet, continental door, double glazed, power door, boxed/wired for video, Telma.*

1987 (D) TIGER 260 – DUPLE 320, *48 recliners, rear saloon mounted toilet, servery.*

1983 (Y) TIGER 245 S/A – DUPLE DOM IV EXP, *53 seats, power doors, SBG front end.*

1982 (X) LEOPARD ZF – DUPLE DOMINANT II, *53 seats, Bristol Dome.*

1981 (W) LEOPARD ZF – DOMINANT III, *57 seats, power door.*

1981 (PP) LEOPARD S/A – PLAXTON SUPREME IV. *50 seats, power door, Telma.*

1979 (V) LEOPARD S/A DOMINANT II, *50 seats, Bristol dome.*

BEDFORD

1987 (D) YNV – CAETANO ALGARVE, *57 seats, power door, wheel trims.*

1986 (C) YNV – PARAMOUNT 3200, *52 seats, toilet, servery, boxed/wired for video.*

1985 (C) YNV – CAETANO ALGARVE, *53 recliners, power door, continental door, tinted windows.*

1981 (W) YMT – DOMINANT IV, *53 seats, power door, radio/PA.*

Full list of vehicles available on request.

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The year quoted denotes the year of first registration not necessarily the year of manufacture.

■EXPRESS SERVICES

Citylink responds to Knightrider's attack

SCOTTISH Citylink has responded to the launch of a new attack on its express service between Glasgow and London by Knightrider Travel.

The company has reliveried its Londonliners into Bruce of Airdrie's colours and introduced identical services and undercut the Knightrider fare by £1.

It is now offering journeys to and from King's Cross via Cumbernauld, Airdrie, Coatbridge, Glasgow and Hamilton for £7 single.

Clansman operations director, Pat Saunders, said: 'We are responding to commercial pressure. It is undervaluing a good product and has a knock-on effect for the industry. People get the impression that coach travel is cheap and nasty, but that is just not the case.'

Mr Saunders said that Clansman was operating two good quality Caetanos on the service and that they had been well received by passengers.

He added: 'As expected, response has been encouraging and it has generated extra traffic.'

The two rival services both started on the first day of the month. Knightrider Travel also says it is happy with loadings. One of the men behind the company, Donald Shankland, told *Coachmart* that the night journeys were running to capacity.

However, he ruled out any prospect of a price war. 'The fares are very low and there is a limit as to how far you can go. I can't see us cutting our fares any further.'

■COACH

Shake-up won't hit British op

THE running of Jonckheere's British subsidiary will not be affected by the major shake-up revealed in last week's *Coachmart*.

The Belgian coach building giant has finally confirmed that it has re-organised its management structure and introduced the first £5 million of a planned £8.5 million recapitalisation of its major business activities from the Jonckheere family resources.

The developments were revealed in the Belgian press nearly a month ago, but it was only last week that the British coach and bus industry was told of the developments.

However, the company says that Jonckheere UK, which is based in Northampton, will not be affected by the changes and will continue to operate as normal under its existing management.

The company says that, in common with the manufacturing industry in general, Jonckheere's bus and coach operation has had a difficult year. However, despite the cyclical problems, the Jonckheere family is said to believe strongly in the future of the group and the cash injection demonstrates that faith.

As reported last week, Jonckheere BVBA, the manufacturing unit of the group, has been split into two companies - a bus and coach-building firm and a heavy engineering concern.

■IN COURT

Armchair Passenger Transport in court

ARMCHAIR Passenger Transport, which is run by former Bus & Coach Council president, Simon Newman, appeared before Brentford Magistrates Court this week facing charges involving drivers' hours offences.

The case against the Brentford company, which employs up to 80 drivers and runs London Transport tendered routes, had the case adjourned until Monday, December 2.

The charges relate to the company permitting 115 offences of excess daily driving from its HQ. Armchair is alleged to have committed the offences on various dates this year.

Forty drivers, who had been employed by the company, are facing similar charges.

Newman: company facing charges

■PEOPLE

Brewers post

BREWERS of Mid-Glamorgan has appointed former National Welsh commercial manager Tony Walmsley, as traffic manager.

Mr Walmsley, 31, joined the Badgerline subsidiary with a past which includes senior management training with the NBC at Leicester, and a spell at both Cambus and Berks Bucks Bus: 'I am very pleased to join the well-established company and look forward to future challenges,' he said.

■FIXTURES

BCC holding costing seminars

THE West Midland Region of the BCC is holding a series of costing seminars. They are open to all operators and are being held at a variety of venues.

All aspects of costing will be covered and operators will be shown how to apply costing principles to their own business

All seminars start at 7.30 pm and a light buffet will be served. There will be no charge and costing charts for mileage, time, extended tours and smaller/high spec coaches will be available for sale at the end of the evening.

There is a choice of five dates:

- Tuesday, November 26, 1991 - Clayton Lodge Hotel, Newcastle-under-Lyme
- Thursday, November 28, 1991 - Buckatree Hall Hotel, The Wrekin, Wellington
- Tuesday, December 3, 1991 - Fownes Hotel, Worcester
- Thursday, December 5, 1991 - University of Warwick Arts Centre, Coventry (from 6 pm onwards carols, mince pies and mead is available).
- Tuesday, December 10, 1991 - Ward Arms Hotel, Dudley

Regional secretary, Georgina Lewis, says that the organisers would like as many operators as possible to attend.

Operators wishing to book should contact Georgina at International House, 8 Market Street, Oakengates, Telford, Salop TF2 6EF. Tel: 0952 619161. Fax: 0952 619181.

BRIEFS

● **THE Oxford Coach Operators' Christmas dinner/dance is being held on Friday, December 13 at Hopcrofts Holt Hotel, Steeple Aston, Oxfordshire. Tickets- costing £25 each - are available from Graham Smith, Heyfordian Travel, Upper Heyford, Oxford, OX6 3LP. Tel: 0869 232957, fax, 0869 232646.**

● WHM (Brentwood), of Little Waltham, trading as Chelmsford Travel, has applied to the traffic commissioner for the eastern area to increase its vehicle licence from eight to 18 vehicles. A spokesman for the company refused to give details of the firm's expansion plans.

● **VOITH is offering a service exchange package on all types of DIWA transmissions. The overhaul package includes the load transmitter, heat exchanger, number one cable and electronic control panel. A new brochure is available from Voith Engineering. Tel: 081 667 0333.**

● THE smoking ban imposed on all London's buses has been voted a success. According to a survey, seven out of 10 passengers are in favour of the ban.

Nearly seven out of 10 say that the air quality has improved - including half of former on-bus smokers. The ban on all the capital's 5,000 buses was implemented in February.

● **THE opening of the new bridge over the River Thames at Dartford, Kent, will save British industry over £25 million a year, says the Freight Transport Association. Its director general, Garry Turvey, said: 'Doubling the capacity will relieve the M25's worst congestion blackspots. We can at last anticipate free flowing traffic on this section of the motorway.'**

■ MANUFACTURING

Kassbohrer: orders worth £200 million

Out touring: Setra's new 300 generation coaches

KASSBOHRER, the parent company of Kassbohrer GmbH which manufactures Setra coaches, received over £200 million worth of orders during the first half of 1991. This equals last year's figures and results from strong growth in its truck trailer and body division which offset a seven percent drop in bus and coach business.

Revenue was up by 16.2 percent. Growth was recorded in all product groups: bus and coach by 16.3 percent; commercial vehicles by 35.1 percent; off-road by 30.6 percent; and service revenue up by 10.9 percent.

The company says such increases are possible because of increased involvement of outside suppliers - notably from Germany's new federal states and Eastern Europe.

Bus and coach market share in the old federal states increased by two percent and some 500 new and used Setra buses and coaches are in service in the new federal states.

However, Kassbohrer does not expect such high rates of growth in the second half of the year. A milestone at the Kortrijk show was the 1,000th Setra for a Belgian operator. Over 42 Setra coaches have been sold in Belgium so far this year - one quarter of its market sector.

Setras have been sold in Belgium by Van Hove since 1967. From 1981 Kassbohrer became a majority share holder in Van Hove and has taken second place in the new coach sales league.

The 1,000th Setra for the Belgian market is destined for the renowned Belgian coach operator, St Catharina Cars of Hasselt.

St Catharina Cars' all-Setra fleet was voted Belgium's most attractive coach fleet by the Association of Belgian Bus and Coach Companies.

The baby of the new Setra 300 range, the S309 HD compact coach, is built at Kassbohrer's Danish factory in Aabenraa. The smallest of the high deckers (overall length 8,870 mm) has an aluminium body and combines all the technical features of the 12-metre vehicles - such as Lucas disc brakes, fully automatic air conditioning system, wider track wide, and redesigned cockpit.

■ SALES

Dormobile wins more orders

DORMOBILE - rescued from the receiver by the FSV Group earlier this year - is continuing its recovery with new orders for buses and coaches.

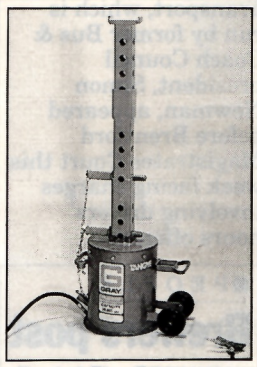
The Folkestone, Kent-based company, has announced that East Kent Road Car has ordered seven 23-seater buses and Blythswood Motors, the Glasgow-based bus and coach distributor, has bought another seven vehicles.

The East Kent business comprises buses built on the Iveco 49-10 DailyBus chassis, while the Blythswood order consists of three 29-seat buses on the Mercedes-Benz 709 chassis, one 33-seat bus, and three 33-seat coaches on the 814D chassis.

Earlier this year Dormobile completed an order for eight Mercedes buses to Blythswood Motors.

Bob Jones, sales director of FSV Dormobile, said that the company was determined to become the premier coach builder in the UK.

He added: 'With the demise of several coach builders this year, FSV Dormobile is equipped and capable of filling the gaps left in the business.'



Jack it up

A COMBINED jack and support stand for raising commercial vehicles and trailers for servicing has been introduced by Tangye of Birmingham.

Powered by compressed air, the jack stand solves the problem of servicing vehicles not equipped with the necessary facilities to receive end lifts.

■ LEGAL

Vehicle wash firm drops all claims

VEHICLE wash company, Wilcomatic of Croydon, has dropped all claims for an injunction and damages against former employee, Colin Russell.

The company has agreed to pay costs in an out-of-court settlement.

It was alleged Mr Russell, who was made redundant by Wilcomatic in June 1991, and who now works for rival company, Neptune of Fareham, had contacted Wilcomatic's customers in breach of an agreement signed when he was working for Wilcomatic.

This was denied by Mr Russell.

■SALES

New Spectra forms part of £1.5m EYMS order

OPTARE'S new Spectra double decker - launched at last month's Coach & Bus '91 Show - is featured in an order for £1.5 million worth of new and rebodied buses by East Yorkshire Motor Services.

The order represents the company's biggest annual investment since privatisation and comes in the aftermath of the highly successful Bus & Coach Council Show at Birmingham's NEC.

The biggest single order is for 10 Leyland Olympians with Northern Counties bodies and delivery is scheduled for April next year. They will be identical to seven taken earlier this year with Gardner 6LXB engines, ZF four-speed automatic gearboxes and full DiPTAC features.

Optare's new Spectra decker

From East Lancashire Coachbuilders will come six National Greenways rebuilt from five Leyland Nationals from the East Yorkshire fleet and a similar bus bought secondhand.

Already under construction is one East Lancs EL2000 bus body on a refurbished Leyland Leopard for the Scarborough & District fleet.

Although not part of the latest order, EYMS says others may follow if the vehicle is successful on the Scarborough-Pickering route.

The Optare Spectra is one of the first 10 production models and will be used for evaluation purposes to help EYMS decide on its future double-deck replacement policy.

Joint managing director, Peter Shipp, said: 'We were very impressed with the Spectra.

'The body design is a major step forward and hopefully in due course other manufacturers will be producing this next generation design for the 21st century.'

EYMS has spent over £4 million on new vehicles over the last five years.

'The company is in a healthy state and we are pleased to be able to move ahead with a proper vehicle replacement policy.'

■ FIXTURE

Smart card conference

THE fifth smart card conference and exhibition will be held at Olympia in London between March 3-5, 1992, and is said to be Europe's leading event for card applications and technology.

Transport and marketing are two of six conference themes. Presentations will discuss applications throughout the world, illustrating how smart cards can be used to create and increase customer loyalty.

The exhibition will run alongside the conference and features the industry's major companies, latest applications, products and services.

■ SERVICE

Scarborough and District cut isolates town from network

KIRKBYMOORSIDE is isolated from the local bus network after EYMS subsidiary, Scarborough & District, severed the link between the town and its Scarborough to Helmsley service.

S&D general manager, Eric Boyes, explained: 'We needed to speed-up the service to save resources to make up the difference in lost tendered revenue.'

Mr Boyes blames congestion in the North Yorkshire town caused by parked cars. He said: 'We're anxious to serve the town just as long as the traffic problems are sorted out.'

Traders in the town, which has a population of 2,254, are claiming loss of business.

S&D's two-hourly service now stops on the main A170 road, forcing passengers to walk up to 200 yards to the town centre.

The service is registered commercially during the day, but has North Yorkshire County Council support for evening and Sunday runs.

Economies were forced on S&D when the service was cut back to Helmsley, leaving a tendered Ampleforth-Helmsley shuttle which is run by Stephensons, the operator of York's park and ride.

Another EYMS subsidiary, Primrose Valley Coaches, is helping S&D fight competition on its Scarborough town circular services to Eastfield.

Appleby's operates a half-hourly service over the Filey Road section, but Primrose Valley will utilise off-peak capacity with a new challenge starting on November 18.

■ BRIEFS

● SOUTH Yorkshire Transport is stepping up its interest in Datatrak - a bus tracking system currently fitted to 38 Beaver minibuses. The system can pinpoint bus position to within 50 metres. Next stage is to introduce 'thinking' bus stop timetables, which give updated, actual arrival times.

● SURREY County Council planners have expressed 'grave concern' over the M25 widening scheme. Impact of the fourth lane on the environment is said to be 'totally unacceptable'.

'The county council would like to see serious consideration given by the Department of Transport to slowing down traffic growth rather than seeking to accommodate an ever-increasing number of vehicle movements,' the council said.

● THE Society of Motor Manufacturers and Traders has produced the 59th edition of its transport statistic 'bible', the Motor Industry of Great Britain - World Automotive Statistics.

The book gives current and historic statistics relating to the car and commercial vehicle industries. The guide is £75 (£40 to SMMT members) from SMMT on 071 235 7000.

● HAGGLING is the subject of East Midlands Region BCC's seminar on November 16. The conference, at the Yew Lodge Hotel, Kegworth, has former Scottish Transport Group man Rob Womack; former Citylink md, Alan Howes; Ensign Bus and Coach Sales md Aubrey Martin; Lloyds bank manager, Fred Nock, and - in video form - Mel Smith and Griff Rhys Jones explaining the art of negotiation.

Price for BCC members is £32, for non-members £52, and details are from Peter Rogers, Tel:0909 482420.

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■MANUFACTURING

Classique up and running

AUTOBUS Classique, the company set up by former Europa managers, is up and running from new premises in Hellaby near Rotherham.

Sales director, Alan White, told *Coachmart* that production will start this week on orders taken at Coach & Bus '91. Eight skilled shop floor workers have been taken on - all had previously joined Crystals in Doncaster after losing their jobs with Europa, the C G Whittaker subsidiary.

Mr White said: 'The BCC show was good for everyone, particularly us. We moved from not knowing if we could exhibit to receiving orders for 14 coach and dual-purpose vehicles.'

Ten of the 14 are incomplete vehicles held by Lloyds Bowmaker, the finance company, and C G Whittaker's receiver, Grant Thornton. They will be Classique badged to denote the new supplier. The remainder will be all-new vehicles to a new design which Mr White says: 'Will offer the same selling points as the Europa Enterprise.'

Autobus Classique: orders to complete Europa vehicles

The swift move from being unemployed to starting production has given the Classique management confidence in the future. Mr White said: 'We've had to modify our plans in the light of the orders. At first we thought we would be left with van conversions, but we have accelerated plans to introduce our own purpose-built product to meet demand.'

Classique's first coach was the 29-seater on Mercedes-Benz 811 shown at the NEC last month. It was finished by Autobus Classique staff, when unemployed, to enable Westways of High Wycombe to take delivery rather than lose its deposit. Mr White believes the success of this coach at Showbus '91 helped make it a star exhibit at Coach & Bus '91.

The new premises are: Unit 5, Hellaby Lane Industrial Estate, Hellaby Lane, Hellaby, Rotherham S66 8HN. Tel: 0709 700220. Fax: 0709 701530

... and Crystals is to build Europas

CRYSTALS Conversions, the Doncaster-based minibus builder, is to build Europa bodies on Mercedes-Benz chassis in direct competition with Autobus Classique, the company started by former Europa management.

All the relevant jigs, moulds and drawings have transferred to Crystals and the company has taken on four extra staff, some made redundant after Europa went into liquidation. Crystals owner, Chris Springham, told *Coachmart* that his company had bought the rights, drawings and goodwill for Europa Coaches from the receivers of its parent, C G Whittaker.

Crystals: direct competition with Autobus Classique

Mr Springham said: 'As a recognised converter/builder of Mercedes for a number of years, we look forward to strengthening our ties with Mercedes. This is an ideal opportunity to go into the coachbuilding market, having spent some considerable time investigating this specialised marketplace.'

■BUS

GM Buses to close four depots

GM BUSES is to close four depots at the end of the month. The financially troubled bus company is making economies to improve its competitive position.

Altrincham, Tameside, Swinton and Rochdale depots will stop operating after the end of evening services on Saturday November 23. Vehicles and driving staff will move to GM Buses' nine remaining garages.

The company says the closures, which were announced in August, are designed to improve long-term profitability, respond to the impact of the recession and improve the standard of service.

GM Buses: making economies

Val Stevens, GM Buses chair, said: 'The depot closures are only part of a long-term strategy to offset the effects of the downward trend in the industry generally.

We are freezing fares over the next 12 months and have recently introduced a new range of off- bus tickets.

Minor service changes are anticipated and there will be cuts in 350 admin and other support staff through natural wastage or voluntary redundancy.

■LIGHT RAIL

Metrolink nearing completion

THE first stage of Manchester's new environmentally friendly light rapid transit system, Metrolink, is nearing completion. It is the firstv UK 'Supertram' system to revert to on-street operation and is planned to cut congestion.

When it opens in February it will come on stream ahead of proposed networks in South Yorkshire and West Midlands. At an overall cost of £112 million for 20 route miles - £5.6 million per route mile - it is seen as less costly than other comparable systems.

Metrolink will operate over former BR lines from Bury in the north and Altrincham in the south. Within the city centre the electrically powered light rail vehicles (LRV's) will run through the streets in new continental style paved areas, providing the first cross-city rail link between Victoria and Piccadilly stations. It will use 26 articulated trams.

Extensive park-and-ride facilities have been included at the unmanned stations. New platforms in the city centre include stops at G-MEX and Piccadilly Gardens, convenient for the National Express coach station in Chorlton Street.

An official Metrolink handbook has been published by Transport Publishing Company. It's available from all good booksellers, including WH Smith, price £5.95.

■BUS

Ensign CB wins ex Forest contracts

ENSIGN Citybus has taken two of the contracts operated by the now defunct London Forest Travel.

In the latest round of competitive tenders, London Transport has awarded former London Forest routes 236 (Finsbury Park to Hackney) and D6 (Hackney to the Isle of Dogs) as well an experimental six-month shopping service between Crew's Hill and Enfield.

Metroline has retained its 240 (Golders Green-Edgware) and 266 (Hammersmith-Brent Cross) services, while London General will continue to operate the 452 (Mitcham to Hook school journeys).

East London will start up a new school service between Romford and Hornchurch and London Coaches, the first London Buses company up for sale, will take over the 726 between Dartford and Heathrow in February '92.

It was previously run by Kentish Bus and Luton & District as an experiment.

■MANUFACTURING

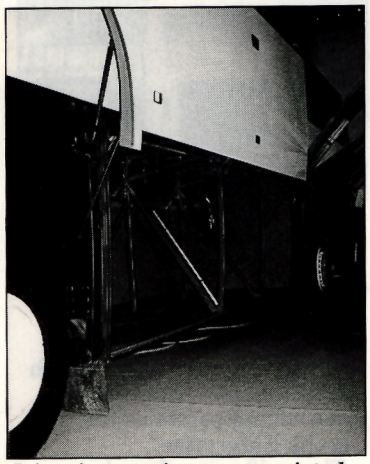
Irizar looks for sale of the Century in the UK

IRIZAR'S new body, the Century, will come to Britain if the Spanish manufacturer gets big enough orders, says the boss of the sole UK concessionaire.

Douglas Telfer, managing director of Tramontana, told *Coachmart*: 'It's very much up to the Spanish whether they want to fund it. The factory would have to commit itself to around 20 chassis, but orders of five or more would be considered.

'The British market is in the grip of recession, unlike the Spanish market where they sell just about everything they can make. Having said that, they've always been export orientated and the time may be right for the UK.'

The Century - first seen at the Kortrijk show - is spearheading Irizar's push into Belgium and Germany. Its styling features split-level side windows behind the first bay. Novel features include large parallel lift side lockers with air-power assistance for the first time.



Irizar's new air-power assisted large parallel lift side lockers

Mr Telfer says the Spanish factory has been working at full capacity since Spanish deregulation in 1986. 'It is market leader in Spain, but for a good number of years has made significant in-roads into the French and Middle East markets.'

Tramontana has sold Irizar since November 1983 and still stocks all spare parts for the Urko and its successor, the Pyrenean, which have been operating in the UK and Ireland for over 10 years - all but one on Volvo chassis.

Since 1988, when the last new Irizar for a British operator was supplied to Tayside, Tramontana has concentrated on refurbishment and used sales. With a £750,000 turnover, Mr Telfer says that the dealership cannot risk £2 million to finance stock vehicles.

Mr Telfer added: 'Technically the Irizar product is the strongest in Europe. Although it is more than half a ton heavier, the structure and insulation is better.

'I would back Irizar against any other product. Even after seven years it's as tight and quiet as when new.'

■BUS

Express relaunch

CENTREWEST London Buses is to relaunch its limited stop 607 Express Service, using a fleet of specially-liveried single-deck vehicles with coach seating. Five Leyland Lynx buses and eight Leyland Nationals (above) will replace the existing Metrobuses.

CentreWest says the Uxbridge to Shepherds Bush service has built a loyal clientele since its introduction in July last year.

■PEOPLE

New Johnson posts

SCANIA bus and coach distributor, Stuart Johnson, is gearing up for an expected upturn in demand for new vehicles by strengthening its coach sales department.

Tony Clayton, who heads up the sales team as director, coach sales division, will now be helped by Ian Hall, who has been promoted to his assistant.

Two new appointments have been made in the form of Bob Rossiter and Jeremy Smith, who become responsible for sales into Cumbria and the North East and East Anglia and the East Midlands respectively.

Mr Rossiter has joined Stuart Johnson from Plaxton Sales, while Mr Smith has moved from Yeates Bus & Coach where he was sales executive. He was previously with Jonckheere UK.

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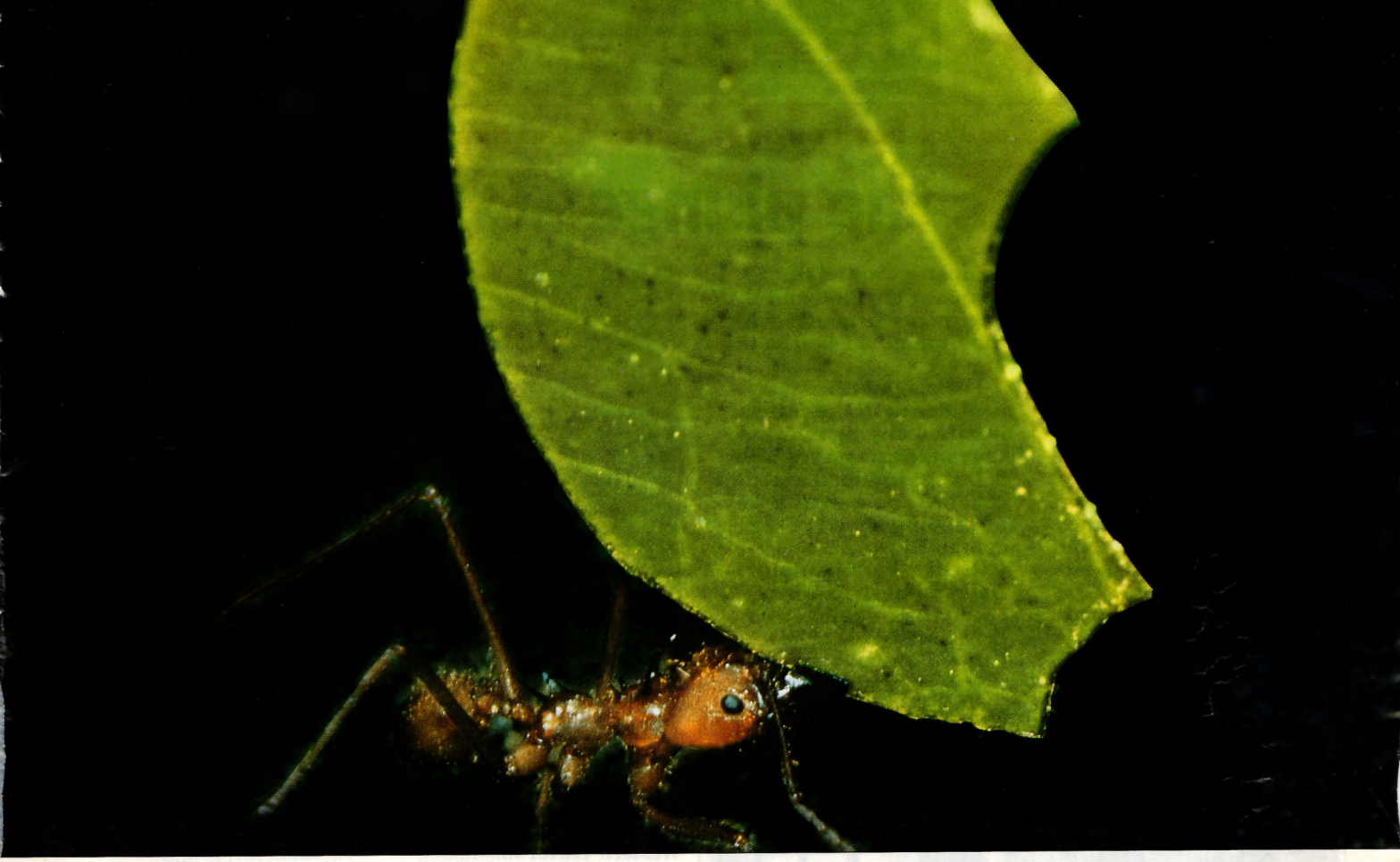

THE COMPETITION

Taking a leaf from the ant's book, the Dennis Javelin is designed for high load carrying capacity, low weight and tireless hard work.

Admittedly it takes more than a drop of nectar but the Javelin is far from thirsty – typically using only 90% of the fuel needed by more conventional designs, whilst more than covering the ground.

There's a longer-legged version too. The latest Javelin GX has an even better power to weight ratio for cruising effortlessly through the most punishing jungle – the world's highways.

Unlike the ant, all Dennis designs have advanced steering, braking and suspension from the same team which produces the celebrated Dennis fire engine range – so roadholding, durability and safety of the Dart, Dominator, Lance and Javelin are unsurpassed.

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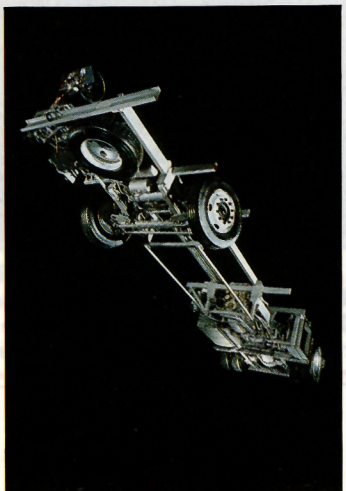

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Eagle takes the plunge

EAGLE Coaches of Bristol has taken the plunge and gone for three J-reg coaches.

Largest is a Leyland Tiger with Plaxton 3200 body fitted with 57 seats from Yeates Bus & Coach. The other two to join the 28-vehicle fleet are a 20-seat Leyland DAF 400 and a 29-seat Mercedes-Benz.

Eagle has been Leyland orientated over the past 60 years.

Although mid-engined DAFs have joined the fleet in recent years, the company wanted to compare Leyland and DAF engine performance with the Cummins fitted in the Tiger.

The company's confidence in the future justified buying new. Its tour programme for 1992 is being extended and new coaches are seen as a way of keeping ahead of the competition.

● RIGHT: Partner John Ball and his wife Joyce receive the vehicle from David Edwards of Yeates Bus & Coach.

Midland Red South makes Wright decision on 811Ds

MIDLAND RED SOUTH, the Western Travel subsidiary, has a second-batch of six Wright-bodied Mercedes-Benz 811Ds.

The new buses are being used on a cross-country route linking Atherstone and Coventry and are replacing time-expired full-sized single-deckers.

Bill Hiron, commercial director of Midland Red South, says: 'We wanted to improve the quality of service by introducing modern buses which are more attractive to our customers. The new buses use less fuel, have lower emission levels and incorporate Diptac features.'

Midland Red South budgets on an eight-year life for buses of this size and before placing its order with Wright obtained quotes from other bodybuilders.

The buses are 33 seaters with room for up to nine standing passengers and are built using the proven Alusuisse method of aluminium extrusions. The Chassis was supplied by local Mercedes-Benz dealer Gerard Mann of Coventry.

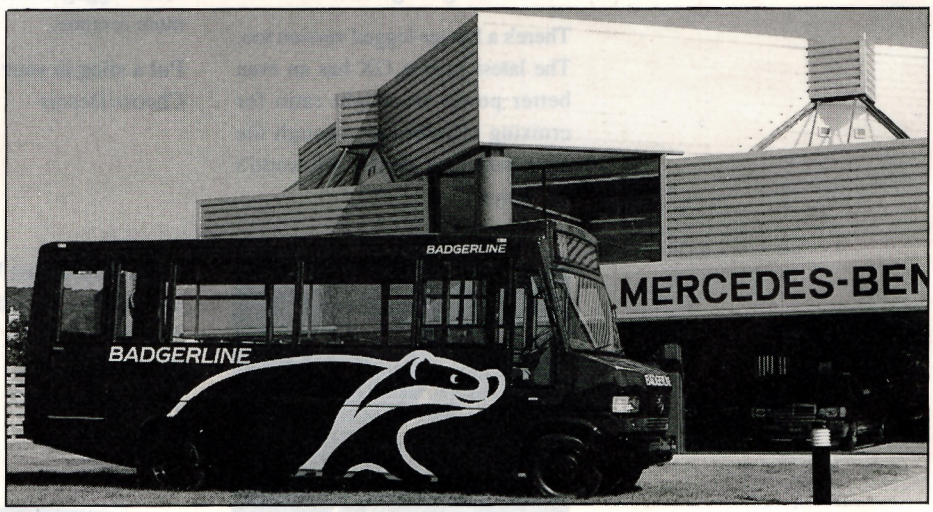
New batch of 'Badgers' are really Beavers

LEADING West Country bus company, Badgerline, has unveiled a new fleet of minibuses worth over £300,000. The new 'Badgers' are for services in Weston-Super-Mare.

The ten vehicles are based on Mercedes 709D chassis with Reeve Burgess Beaver bodywork seating 23 passengers and featuring a luggage pen, lower steps, wide entrance and gangway, brightly coloured handrails and easy-to-use bells.

Badgerline's eye-catching badger logo has been enlarged as part of a new livery designed by Cooper Design of Dursley, Gloucesterhire - the company which produced the original Badgerline livery.

Keith Ahlers, managing director of Badgerline, said: 'The investment in new vehicles reaffirms our commitment to provide the best possible service for bus passengers.'



The new Mercedes are the last of a large order for the Badgerline Group. One hundred and forty five Mercedes, mostly with Reeve Burgess bodywork, have entered service in 1991, representing an investment of £4.5 million.

You've been buying...You've been buying...You've been buying...You've been buying...

Gath latest marks switch from Leyland

THE latest addition to the well known fleet of Stanley Gath of Dewsbury is a Van Hool-bodied DAF MB230LT.

Stanley Gath was for so long a loyal buyer of Leyland coaches, but a switch to DAF MB represents a move to a vehicle which closely matches the mid-engined Leopard/Tiger configuration.

Chassis specification includes a 285 bhp engine. ABS and Telma have been added as extra safety features.

The Van Hool Alizee H coachwork is fitted with 51 reclining seats, centre sunken toilet and double glazing.

The coach was supplied by Hughes DAF in neighbouring Cleckheaton.

EOS joins Silverdale Tours

A TOP specification Van Hool EOS coach has joined the 10-vehicle fleet of Silverdale Tours of Nottingham. It is Silverdale's first EOS and has been bought to meet a growing demand for a high-quality vehicle for corporate private hire and up-market touring.

Silverdale Tours was set up 20 years ago by John Doherty and the new EOS is being used to expand the company's interests in business charters. All 36 reclining seats have tables and the coach features tinted double-glazing, air conditioning, three video monitors, telephone and a comprehensively equipped galley complete with microwave oven. A washroom is located adjacent to the continental door.

Mr Doherty said: 'I could see growing interest in a vehicle of this quality, primarily for business users, and I am delighted with the results. The EOS has attracted a lot of attention, and brought in extra business too.'

The EOS carries small parties of incoming tourists as well as providing executive transport for East Midlands businesses and acting as the Notts County football club team coach. Flexibility is enhanced by an interior design which allows the coach to be easily converted to a 53 seater.

Silverdale's EOS has a 345 bhp DAF DKX engine and a ZF 6S-150C manual gearbox with integral retarder.

Optimo choice for Hurst's

HURST'S Coaches of Wigan has replaced its Toyota Optimo I with a new Optimo II for 'mini-exec' work.

Partner Malcolm Hurst told *Coachmart*: 'It's a cracking motor. The old one was good but this one is superb.

'If anything it's too fast - its just like a car. However, we'll have to wait and see how the extra power affects clutch life because we had to replace the clutch every three or four months with Optimo I.' The 21 seater was bought from Salvador Caetano UK.

It was fitted with TV, video, radio/cassette/PA and water boiler by AD of Congleton. AD produced a special unit to fit behind the courier seat for the TV, video and water boiler. A similar unit on the old Optimo would not fit now that the Optimo II door is further forward. (**See road test, pages 21-24**)

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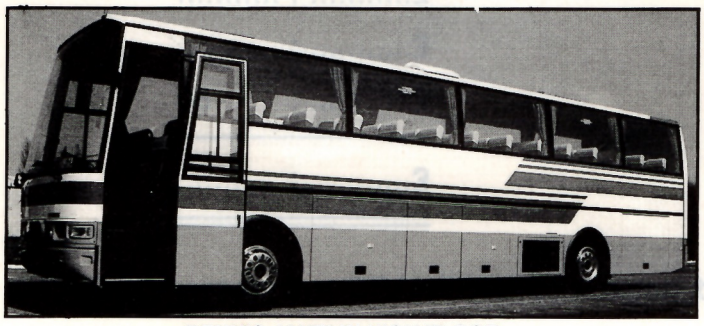

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1987 (D) DAF MB230 DKVL Plaxton Paramount 3500
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All vehicles offered subject to remaining unsold.

No blame attached to driver

From David Watkiss

SIR

With reference to our company appearing before Mervyn Pugh on September 27 for an alleged breach of tacho regulations, mention was made of a situation the company experienced with a driver being held in Russia due to a fatal accident (*Coachmart*, October 7, 1991).

I would like to put the record straight that no blame is attached to the driver, who has over 35 years experience in taking coaches to Russia.

The driver, Ron Steele, has shown exemplary conduct throughout his employment. He was caught up in circumstances beyond his control and the company would like to apologise for any misconception regarding his character.

DAVID WATKISS
MANAGING DIRECTOR
ALLENWAYS COACHES
10 FORTNUM CLOSE
BIRMINGHAM

Send your letters to:
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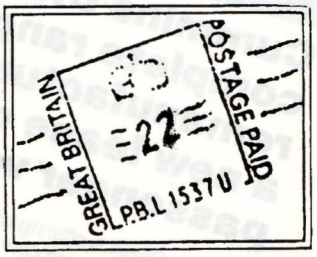

The editor is always pleased to receive letters for publication in *Coachmart* and will, if requested, publish these anonymously. But please attach your name and address for our own information.

Rumours unfounded

From Bryan Hardy

SIR

Over the last months, a few of my clients have asked me if rumours about my company merging with another brokerage were correct.

Whenever people have confronted me with this I have positively said that there is no substance in this whatever, but as I do not know how widespread the grapevine has gone and your publication is widely recognised as the most read journal for the coaching industry, I would like to take this opportunity to state that I am still very much an independent insurance broker and this status will remain for the foreseeable future.

BRYAN HARDY
COACHING INSURANCE
CONSULTANTS
2 HOSPITAL HILL
CHESHAM
BUCKS

Coach & Bus '91: Appreciated by the small operator

What a good show!

From Eric Parkin

SIR

Having visited the BCC Coach and Bus show last Saturday, I can only say how cheering it was to see such a positive attitude from the exhibitors and to see how well attended the exhibition was on this day.

Congratulations both to the people involved in organising the show and also the exhibitors. I thought it was very good and very positive. Everyone had the right attitude and nobody was worrying about recession.

I believe the event has given the industry a much needed boost to its confidence, and hopefully we can look forward to an even better show next time.

ERIC PARKIN
THORNTON DALE
COACHES
PICKERING
NORTH YORKSHIRE

Unlimited selection

From Brian C Thompson

SIR

I read with considerable interest the letter from Mr Nicholas Hornsby (*Coachmart*, October 24) regarding difficulties encountered in obtaining transparencies.

Dennis Print & Publishing as well as being a high quality Commercial Colour Printer, are the leading UK producers of local view postcards.

As such we are able to offer an unlimited selection of transparencies for holiday brochures from our library, free of charge.

Also where existing colour separations of postcards can be utilised considerable savings on origination costs can be made. Our company would welcome the opportunity to quote for operator's brochures - a competitive price is assured.

I might add, we are delighted to have Hornsby Travel Services as a valued customer.

BRIAN C THOMPSON
SALES DIRECTOR
COMMERCIAL
DENNIS PRINT &
PUBLISHING
PRINTING HOUSE
SQUARE
MELROSE STREET
SCARBOROUGH
NORTH YORKSHIRE
YO12 7SJ

Photography firm is the answer

From Andy Grout

SIR

I have just completed reading Nicholas Hornsby's letter (*Coachmart*, October 24) and can appreciate totally his frustrations. We are one of the leading wholesalers to the industry and we get involved in planning and producing our clients' brochures. I have given up trying to get material from the tourist offices in this country, for the very reasons Mr Hornsby has given - expense and poor quality.

I would recommend a company called Focus 2, run by a couple of keen photographers. They will let you have good material on loan and their rates are very reasonable.

ANDY GROUT
MANAGING DIRECTOR
ALADDIN TOURS
LIMITED
9 HIGH STREET
OLNEY
BUCKS

Cummins Diesel

Cummins Diesel's complete range of factory remanufactured engines – a new lease of life to passenger vehicles

Cummins Diesel is offering bus and coach operators factory exchange engines and components remanufactured to new engine standards at very competitive prices.
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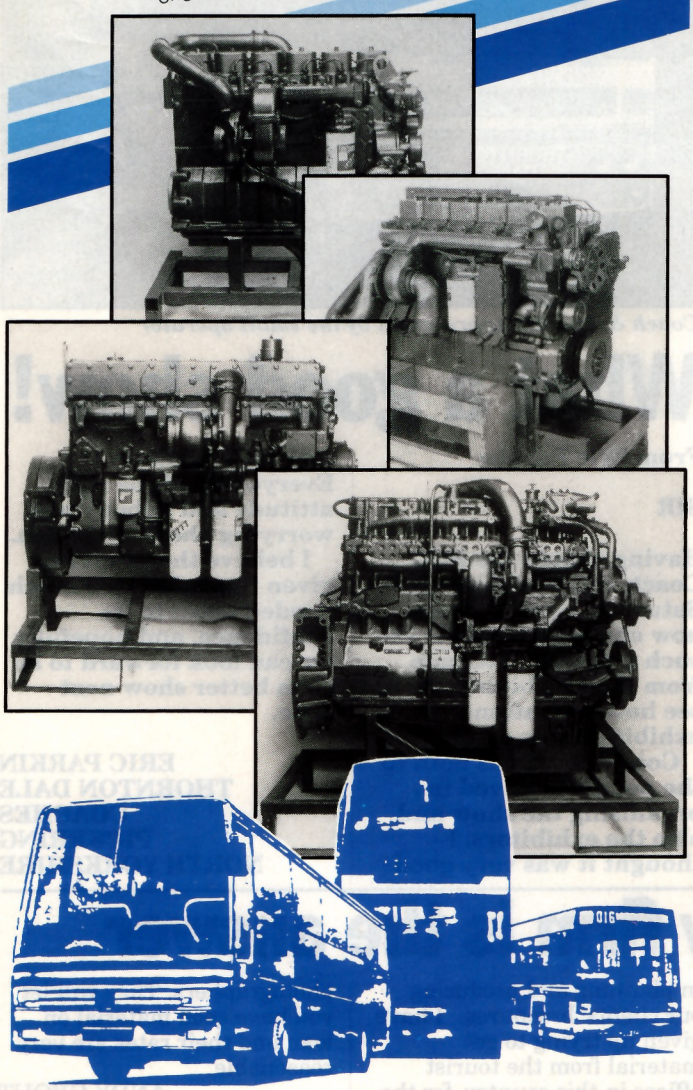
Cummins Diesel also offer 'off the shelf' availability on genuine Cummins parts as well as bus and coach repower packages, engine repair and contract maintenance schemes.



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Northants NN8 2QH
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Calling Cinders of the C&B ball

MARGARET Palmer is urgently seeking the Cinderella of the Coach & Bus '91 ball. While doing business in one of the NEC's bars she stumbled upon a gold ring.

Despite numerous attempts to fit the ring on the right finger, Mrs Palmer has turned to *Coachmart* for help. Since none of the editorial staff have such petite fingers we felt duty bound to broadcast this lost and found appeal.

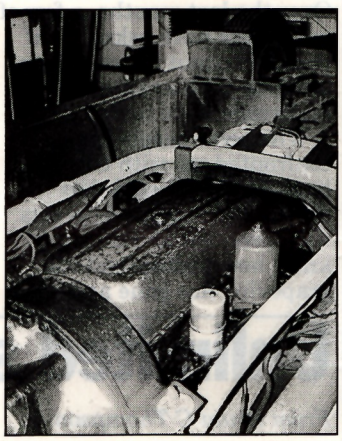
The ring, which bears a hallmark and features a sapphire and diamond cluster, was found sometime during Saturday, October 19. If you or your loved one has a naked finger then give Princess Charming (alias Margaret Palmer) a ring. Tel: 0924 895849.

Perhaps it's not quite the answer

COACH fitters the world over have been searching in vain for labour-saving devices.

There had to be a better way of changing filters than creeping under a vehicle only to receive an eye full of dirty oil. Pits are all very well but long hours struggling against the odds puts enormous strain on neck muscles while paddling in a mix of oil and water.

Mobile column lifts are seen as the panacea for all these ills, but *Coachmart* found a much simpler solution. Why not roll the beast over and work in comfort? Turn the coach upside down (see picture right).



The solution, as seen in last week's Coachmart

However, we overlooked one simple flaw in the whole concept. How do you drain the oil?

Flashy event for the Yellow Brick Road

CLEVELAND Transit did its bit for the local community on Bonfire Night. It donated part of the proceeds of an exclusive park-and-ride service being operated during the Stockton Firework Spectacular, to the Yellow Brick Road children's charity.

The proceeds went to the appeal, which is directed at children's hospitals in the area. The main sponsors of the event were supermarket chain, Safeway, in conjunction with TFM Radio and Stockton Borough Council.

The special park-and-ride scheme operated from car parks around Stockton to the firework display. Cleveland also supported the event- which boasted over 600 fireworks - by providing a 1960s open-top bus as a viewing platform for civic dignitaries during the display.

Can I insure against cost of insurance going up?

Q ALTHOUGH I operate responsibly and have never had any problem with 'the Ministry' on maintenance, I am concerned that, if I should be involved in an accident where the claims were substantial, I could find my insurance premium soaring.

Although it sounds a silly question, I am deadly serious: is it possible to insure against the risk of vehicle insurance premiums increasing?

MG, Leics

A I HAVE put your question to several people in the insurance world and all have said that it would not be possible to actually insure against a premium rise.

However, it was suggested to me that it was possible to enter into an agreement with an insurer to fix a ceiling on any premium increase over, say, a three-year period.

Thus, if the nightmare accident did, in fact, happen, any increase on renewal would be limited to, say, 10 percent - if that was the agreed maximum uplift.

Such an agreement would not, however, be of much use if the expensive accident happened just before the end of the agreed period of years.

But, with a three-year agreement, the odds against that happening would be three times less than would be the case with a simple, annual, policy.

If you have any difficulty arranging something like this with your present insurers, I am sure that Brian Chapman of Chapman Stevens, would be pleased to assist.

QUESTIONS answers

Questions on any aspect of coach operation that is giving you problems should be sent to: Marksman, c/o *Coachmart,* Wentworth House, Wentworth Street, Peterborough, PE1 1DS, or by fax: 0733 62656.

Q THE Children's Act 1988 came into force recently. Someone told me that it includes a requirement that there must be one supervisor for each 10 children in any group of youngsters aged less than eight years old. Is this correct and, if so, does it apply to school buses?

JBP, Tyne & Wear

A I HAVE scoured through this lengthy Act and can find nothing of this nature in it. The nearest it gets is in relation to the matter of child minding and day care of children under eight, where there is a power to make regulations concerning the number of children an adult can supervise.

As this seems quite remote from school bussing (and is limited to circumstances where these young children are cared for for more then two hours a day), I did not trouble to discover if any such regulation had been made. In brief, I think that your fears are groundless.

Q MY drivers want me to increase the number of paid days holiday they get each year. At present they all receive the same, but some do much more work to qualify for these paid days than others. I would like to be selective in any enhancements of this benefit. What are your thoughts?

MK, Notts

A THERE is a very simple answer to this old problem. It beats me why more employers do not do it . Scrap the notion of 'x' number of days altogether and, instead, give a cash value of holiday pay entitlement which is geared to earnings. From experience I can say that a very easy way to do this for hourly-paid employees is to credit to an individual's holiday pay fund an agreed number of pence for each hour worked.

The accrued cash value of this fund can be shown on each payslip and employees can draw from this fund (subject to statutory deductions) on any pay day.

Not only is this earnings related, it also has the advantage that employees can draw the cash for any purpose - not just holidays. It also removes the need to keep a check that staff have only had the days of paid holiday to which they have become entitled.

Q PLEASE settle a trivial point for us. Should a bus now be called a Public Service Vehicle (PSV) or Passenger Carrying Vehicle (PCV)?

BW, Powys

A IT is not the vehicle which has been re-christened, but the licence of the driver. There is now no such thing as a PSV licence. The new licence class covers all Passenger Carrying Vehicles (PCVs).

A vehicle adapted to carry more then eight passengers which is used for hire or reward is (still) a Public Service Vehicle (PSV). Even the latest legislation (e.g the Road Traffic Act 1991) uses this nomenclature.

But a bus that is not a PSV will be a PCV, i.e it is not used for hire or reward (e.g. one operated by a charitable body).

A PCV licence is now required to drive any bus or coach, whether it operates as a PSV or a PCV. This applies in the UK and EC.

Q I OFTEN see coaches, carrying passengers, running on motorways at night with no interior lights on. Is this legal?

VM, Manchester

A NO it is not - although it is a habit which seems to be increasing. In summary it is unlawful to use a public service vehicle to carry passengers during the hours of darkness without adequate illumination of every access from any seat in the vehicle to any exit in the vehicle. The illumination also must be sufficient to show emergency exit markings.

Marksman will answer more of your questions in Coachmart, November 21

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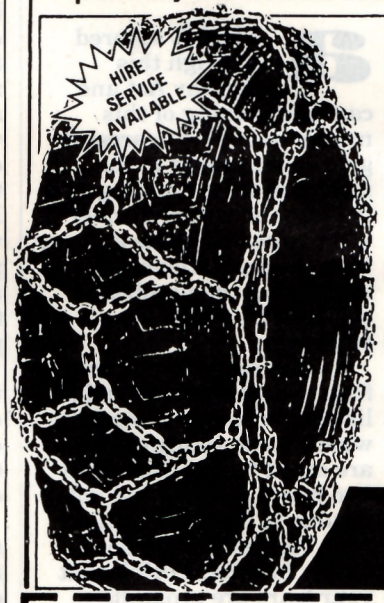

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GOOD REASONS FOR OPTIMO-ISM

Toyota's Optimo II is the star performer of 1991. Despite a depressed market this small coach is on target to match last year's sales figures. Mike Morgan examines the secrets of this success.

SINCE its launch at Expocoach '90, the Optimo II has met all expectations. The revamped small coach has confirmed its pole position in the small coach market. Indeed, it has gone one step further. It stands alone as the only true minicoach.

Sales for 1991 look set to hit a century - not a bad result in one of the worst years in living memory for new coach sales. Not only has the small operator continued to fall for the charms of Salvador Caetano's stylish coachwork, but some big names have been added to the order book. These include: Flights, Travellers, Avis and Marton of the Capital group.

Both Toyota and Caetano took note of customer reaction to the Optimo I. More power, improved and updated styling are the most striking changes, but the new rounded profile is host to a design which has listened to its critics. Toyota wanted to continue to exploit its niche market for 18 and 21-seat purpose-built coaches.

The similarity between the two generations of Optimo can be seen from the near identical vehicle dimensions and configuration. It is very much the same proven formula.

Toyota first launched the product in the UK in 1985. Total sales topped 300 by the end of 1990. Put into context against trends in other market sectors, the target for 1991 was ambitious. To meet that target and sell 100 is the signal for a fanfare to trumpet the achievement.

Optimo II: the jewel in the Caetano crown

Build

Caetano builds the Optimo body and assembles the Toyota Coaster chassis in Portugal. Manufactured in Japan, the Coaster is the world's best-selling PSV chassis - the worldwide sales averaging over 8,000 units a year.

For Optimo II the Coaster was given an uprated chassis with bigger six-cylinder turbo-charged engine - up from 131 bhp to 167 bhp. A stronger gearbox with modified ratios gives similar driving characteristics, but the main spin-off from the improved tractable performance comes in terms of quietness.

When *Coachmart* last road tested the Optimo (*Coachmart* March 15, 1990) one of the few serious criticisms related to noise. However, some other shortfalls noted have not been addressed, because the Coaster is still a front-engined chassis with entrance behind the steering axle and an obstacle between the doorway and the driver's workplace.

Nevertheless the plus points remain. Low chassis height and refined PSV suspension combine to give the bodybuilder a very good base to start from.

Improvements are not only the province of the Japanese these days. Manufacturers must innovate and refine to stay ahead of the pack. Caetano has not been slow to respond.

Body styling was the first of Caetano's new-generation Algarve II/Delta family to reach the UK. It incorporates new headlamps and a very smooth profile which incorporates flush-fitting corner rear light clusters that gave a foretaste of big coach trends for the 1990s.

Construction techniques use the ▶

PERFORMANCE

(including Optimo I comparison)

Gears/Ratios/Speeds

Gear	Ratio	Speed	(Optimo I)
1st	4.535:1	11 mph	(12 mph)
2nd	2.637:1	20 mph	(23 mph)
3rd	1.600:1	32 mph	(37 mph)
4th	1.000:1	50 mph	(50 mph)
5th	0.744:1	70+ mph	(70+ mph)
Rev	5.043:1		

ACCELERATION TIMES

		(Optimo I)
0-30 mph	7 secs	(9 secs)
0-50 mph	15 secs	(21 secs)
0-70 mph	32 secs	(50 secs)
50-70 mph in top gear	15.5 secs	(25 secs)

Lowest comfortable speed in top gear - 24 mph

TOYOTA OPTIMO SPECIFICATION

Vehicle:	1990 Toyota Optimo II GL
Body:	Caetano - 18 seats
Price:	£37,950 (price increase due for 1992)
Engine:	Toyota 1 HD-T six-cylinder front mounted turbocharged diesel
Capacity:	4.164 litres
Gearbox:	Toyota five speed with overdrive top gear
Clutch:	Single dry plate - hydraulic power assistance
Steering:	Toyota re-circulating ball steering box with integral power assistance
Brakes:	Dual circuit vacuum/hydraulic system Front - disc Rear - drum Parking - ratchet type
Suspension:	Front - double wishbone, torsion bar Rear - semi-elliptic leaf spring
Axles:	Front - independent system Rear - full floating 6.166:1 single reduction with spiral bevel drive.
Speedlimiter:	Veeder Root electronic (not connected)
Tyres:	7.00R16-12 Michelin
Electrics:	24-volt system - 85 amp/hour alternator
Options:	Entrance mat, luggage boot floor lining, two-leaf electric doors, blinds in lieu of curtains, heated mirrors, driver and courier seatbelts

Dimensions

Length:	7.38 metres
Width:	2.08 metres
Wheelbase:	3.8 metres
Height:	2.65 metres
Unladen Weight:	3,950 kg
GVW:	5,600 kg
Turning Circle:	7.431 metres

◀ tried and trusted corrosion protected welded steel clad in a mix of conventional materials. Side windows are tinted single glazing. The more heavily raked windscreen is one major change.

Coachmart found Optimo I had a poor driver's seat and suspect compressor. Operators agreed, consequently both are improved - as are tyres and alternator.

Passenger Impressions

Also improved is the entrance door. Moving the entrance forward and increasing the door height - even by a few centimetres - has done the trick. Passenger flow is now good.

Once inside your customer is faced with a passenger ambience which is the Optimo trade mark. Even in 21-seat configuration the saloon is spacious, refined and relaxed.

Our test coach offered reduced capacity (down to 18), but had added value in the shape of one table for four and a larger boot.

Consequently the image is more in-line with executive standards. Sit at the table and you gain the desired impression straight away. There's no getting away from the passenger appeal of this sweet little mover.

Of course there's soft trim throughout, a carpet in the gangway and full-draw curtains. But the Optimo offers much more than can be achieved with a van-conversion job.

It has all the features of a big coach and operators have responded. Customers who book a vehicle from a coach operator have expectations of comfort and service. With the Optimo they will not be disappointed.

Driving Impressions

Put your driver behind the wheel of this coach and the effect can be quite remarkable. Few seasoned campaigners like to be given a minicoach. However, a short drive with this 18 seater will convert them in an instant.

Optimo II appeals to all types of drivers. The high-revving engine not only remains smooth and refined, but is commendably flexible. Adequate top-gear acceleration is on hand from 30 mph.

All controls are light and well positioned. The gear change contributes further to the car like driving experience. It has a narrow gate and short action. The full effect is only appreciated when you jump into the average family car and find that in many respects the Optimo is superior to drive.

Moving the entrance forward a few centimetres has improved passenger access

Better forward vision you would anticipate, but the more exhilarating performance can take the uninitiated by surprise.

At 70 mph Toyota says that the beefy six-cylinder motor is doing a leisurely 3,200 rpm. We must take their word for it as there is no rêv counter, but the engine has the Japanese high-revving characteristics. Acceleration is stunning and, without the standard electronic speedlimiter connected, spirited use (abuse) of the right foot will expose the vehicles 80 mph plus capability.

Strangely the Optimo falls into a category of coach ignored by the legislators. It does not require a speedlimiter. Perhaps even more surprising is its ability to travel on the Queens highway without needing seatbelts.

For driver and courier the lack of belt is a threat to safety. They are very exposed so close to the Optimo's large ▶

Beware the boot lid, which is at head height when open

◀ one-piece windscreen.

A change to a gasket-mounted screen not only gives operators potential savings but presented Caetano with the opportunity to improve the wipers. These now park at the bottom of the screen, BUT do not clear the driver's view of his forward-mounted nearside mirror.

The two exterior driving mirrors are interchangeable with that on the inside. Excellent interior mirror vision is helped by the driver being raised above the passenger area.

However, rearview provision relies on long but narrow mirrors. Although nicely positioned with neat wind-deflector on the offside, the nearside suffers from potential obscurity. The large one-piece sun-blind will cover part of the mirror and the wiper sweep ignores the forward-mounted location. Add the narrow lens and you are left with undesirable blind spots.

The sun-blind has a cord-pull release mechanism, but the driver has to stretch and pull the full blind down.

Coachmart criticised the tachograph position on the Optimo I and operators have also complained. But Toyota still put it down to the right in an irrational position. It suffers from difficult access, bad reflections and, to top all this, it is out of the drivers normal line of vision. Come on Toyota, it's time to put this anomaly right.

Toyota's standard instrument binnacle includes a speedometer, but there was a 10 percent discrepancy when compared with the tachograph. When the speedometer read 77 mph, the true speed was still legal - an important message for those who delight in complaining about speeding coaches.

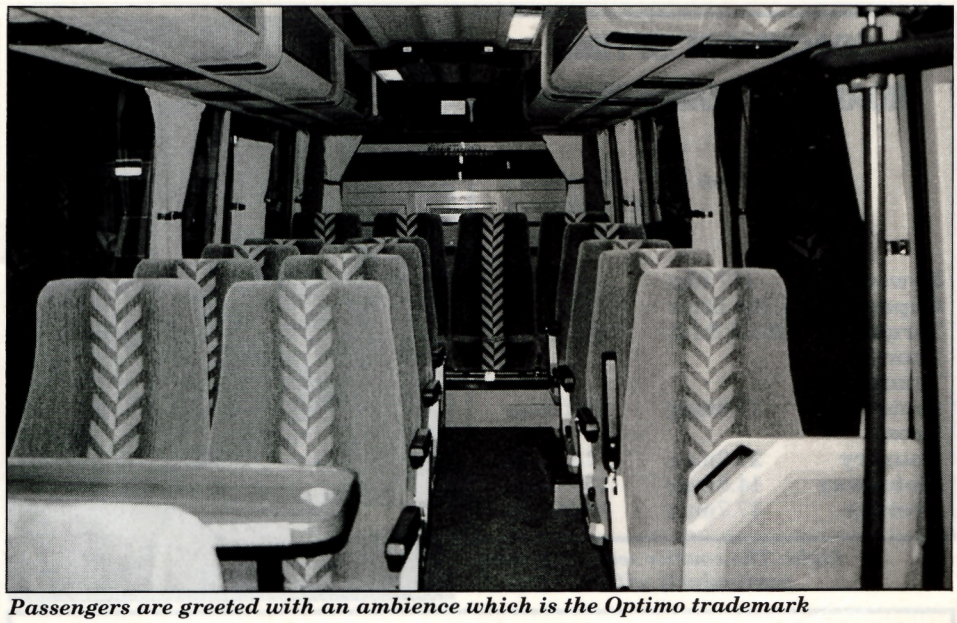
Unfortunately Toyota GB deemed it unnecessary to fit any audio equipment on the test coach. Consequently driving without passengers is a lonely affair. So easy are the controls and so flexible the engine, that there isn't very much to do.

Even the dreaded chicane-like Malton 'bingo-run' was over without trauma. The toy-like size gives the Optimo cheeky characteristics in urban traffic. It was almost cheating. How can you pretend to be coach driving when the vehicle is finding gaps and turning corners with the audacity of a Mini? (Car that is, not coach).

Performance

Coachmart's established two-day test route is a worthy challenge for the Optimo. During continuous driving at average speeds close to the legal maximum, both strengths and weaknesses are exposed.

The strengths surround a superior power to weight ratio. Optimo I was good, but Optimo II is brilliant. It's twice as fast as a big coach when measured against a stopwatch, and top gear performance is almost in the sports car league. Pulling power is so good that it is capable of exposing driver weaknesses. PSVs need to provide a controlled ride. Put this coach in the wrong hands and your hard-earned customers will be frightened. Otherwise the power can (and should be) used to advantage. A good strong flexible engine means fewer gear changes and a chance to keep mechanical noise to a minimum.



Passengers are greeted with an ambience which is the Optimo trademark

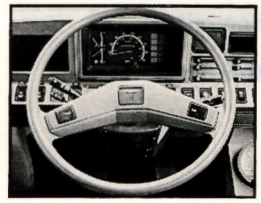
Normal controlled progress up to 50 mph without using maximum revs is achieved swiftly. To go beyond that speed requires engine speed to be extended to the point where it seems unreasonable. I needed another gear and lost count of the number of times I tried to find a non-existent sixth.

Fifth has an overdrive ratio so the answer may be a six-speed box with a different rear-axle ratio. True this would take top-speed performance off the clock, but the speed limiter would then come into its own.

Fuel consumption figures back the need for lower engine speeds at 70 mph. The higher the average speed the lower the mpg. Economy overall is a very respectable 17.7 mpg - better than the less powerful Optimo I. Top economy was on the demanding cross-Pennine cross-country section - a remarkable 21.3 mpg. Normally this stretch of road requires numerous gear changes - not ▶

Of course, there's soft trim, centre gangway carpet and full-draw curtains

FUEL ECONOMY



Odometer at finish: 47,900 km
Odometer at start: 47,291 km
Total distance: 609 km (378.43 miles)

Section	Fuel Used	Distance	MPG	Ave Speed
Trunk route (A1/A64/York Wolds)	31.62 litres (6.953 galls)	199 km (123.66 miles)	17.8	53 mph
Cross-country route (A64/A59)	29.19 litres (6.419 galls)	220 km (136.7 miles)	21.3	41 mph
Motorway (M61/M62/M1)	36.21 litres (7.963 galls)	190 km (118.07 miles)	14.8	64.4 mph
Totals	97.02 litres (21.335 galls)	609 km (378.43 miles)	17.7	

Fuel tank capacity 90 litres (19.8 litres) - maximum range = 351 miles

COACHMART OPTIMO ROADTEST COMPARISONS

	Optimo II	Optimo I (*Coachmart* Mar 15, 1990)
Power:	167 bhp	131 bhp
Capacity:	4.164 litres	3.980 litres
Torque:	265.5 lbf ft	239.3 Lbf ft
Economy:		
Trunk route	17.8mpg	17.17mpg
Cross-Country	21.3mpg	18.7mpg
Motorway	14.8mpg	15.32mpg
Average	17.7mpg	16.99mpg

Right: The courier seat is exposed, particularly without seatbelt

AT A GLANCE

Ride Quality: Excellent ride for the size of vehicle. Roll can be induced easily when cornering.

Steering: Two spoke steering wheel (with column lock) lacks height and rake adjustment to improve a flat profile. Control is light and fairly sensitive. The steering is noticeably affected by gusty winds on exposed roads.

Braking: Long brake pedal travel, but powerful braking action. Very effective exhaust brake can be switched to work every time the accelerator is released. Transmission brake allows the vehicle to rock.

Noise: Quieter than Optimo I with less engine noise. Some creaking from the rear suspension/body mountings and a slight wind noise comes from the driver's slider. There is still rear axle whine and a body boom above 55 mph.

Sound measurement: Front - 78 Db (A) Much quieter in the passenger saloon where noise levels are close to an acceptable 70 Db (A).

Luggage Space: Shallow full length parcel racks. 'Glove' compartment for courier, but no provision for driver's documents.
There is a large rear boot (much smaller with 21 seats) which intrudes into the passenger saloon to give an extra area for passenger's belongings. BEWARE the boot lid which is at head height when open.
Unlike Optimo I there is no luggage pen behind the courier seat - though there is space for a drinks machine.

Security: Steering column lock. Key locks on both doors and boot.

Heating: Two under seat saloon heaters together with recirculatory facility controlled by car-like slider switches. Separate cab heater/demister supplemented by adequate supply of warm air from the front mounted engine when operating at motorway speeds.

Ventilation: Forced air ventilation - but the fan whistles - and one roof hatch.

Lighting: Florescent interior lighting and individual reading lights.

Handrails and Guards: Grab handle on decency screen and hand rail to left of entrance.

Safety: Laminated windscreen - Yes
ABS - No
Speedlimiter - fitted but not connected nor required by law
Seatbelts - none - nor mandatory on this size of vehicle

◀with an Optimo which took it comfortably in its stride.

However, this should be compared with 14.8 mpg on the non-stop motorway stretch where another, slightly disconcerting characteristic materialised - the effect of a strong gusty wind on stability. If passengers had been on board speed would have been constrained in the interests of comfort. Otherwise there was a need to hold the coach on course until we reached the more sheltered east side of the Pennines.

Optimo II has better economy on all sections except the motorway. This backs Toyota's decision to fit a bigger engine which pays dividends when the revs are down. Nevertheless, sustained high-speed running sucks up the fuel.

Also, the tyre-burning acceleration needs watching on greasy roads this winter. However, I wouldn't wish it any different. This is a coach to enjoy.

Verdict

Optimo prices vary according to specification. The test coach was Toyota's demonstrator priced at £36,340 when new. Its 1991 replacement weighs in at another £1,600 and Toyota GB expects another increase for 1992 deliveries.

Measured against full-size coach prices, the Optimo remains good value for money. Its appeal covers the full range of operators. People new to the game see it as an ideal starter vehicle and those with mixed fleets have no difficulty finding a role for the little charmer. The coach is ideal on airport transfer work. It satisfies the small coach executive market on all types of work and slides into contract services with ease. Looked at from all angles it is a winner. The passenger appeal is beyond doubt, the driver appeal self evident and the operator appeal reinforced by its ability to earn money.

Unlike van-conversion alternatives, the Optimo can not be stretched. You are restricted to 21 seats. The reason is related to the chassis design which simply will not take any extra weight. In turn the lightweight construction must limit expectations of the vehicle. It is not designed for intensive bus work - although some operators successfully make it work hard for a living on park-and-ride type activities.

Know the Optimo's limitations and build your business around it. It has hidden strengths when it comes to wooing customers and the number of larger customers who have succumbed to its charms are testimony to its success.

Sales dealerships - Erringtons, Salvador Caetano UK, West Durham and Yeates - are supplemented by a network of service dealers in 21 locations. With around 400 Optimos of all generations on the road Toyota GB (owned by Inchcape) has recognised the importance of meeting operators' needs through after-sales support. If 100 Optimo IIs can be sold in a bad year just think of the prospects during a good year for this jewel in the Caetano crown.

Weekly report on law and the coach operator by Michael Jewell

Tame Valley Travel warned after WMT video evidence produced

TAME Valley Travel was warned about its future conduct, by the West Midland traffic commissioner, John Mervyn Pugh, after the company admitted 351 instances of failing to operate local services in accordance with its registered particulars.

A Birmingham public inquiry heard that the commissioner had been considering banning the company from operating some or any local services, and directing it to repay 20 per cent of the fuel duty rebate grant it had received over the last three months, after complaints from West Midlands Travel.

West Midlands Travel alleged 332 failures to operate in accordance with the registered particulars of two services between Birmingham and Chelmsley Wood, producing 30 hours of video recordings to support its allegations.

WMT alleged 332 failures to operate in accordance with the registered particulars of two services

There was also evidence from a DoT traffic examiner about a further 19 such instances.

For West Midlands Travel, Richard Tyson, said it was not afraid of competition, but it had to be fair. WMT had carried out a major investigation into Tame Valley's operations in the eight months between February and September, after complaints from drivers.

There were four major problem areas:

- FAILURES to adhere to the registered timetable, particularly in relation to running early and departing late;
- THE operation of unregistered services.
- FAILURES to adhere to the registered route.
- OPERATION in a manner dangerous to the public, the principle allegations being cutting in on West Midlands Travel buses, with Tame Valley passengers having to get off in the road and the WMT bus prevented from leaving.

WMT: 30 hours of video evidence to support allegations

A particular problem had arisen at Bull Street. Layover periods had been in excess of 10 minutes, preventing the use of the stop by other buses. There was a bizarre incident of a driver seen to negotiate a roundabout, steering with one hand and using a portable telephone with the other.

A vehicle was twice seen in service with defective brake lights. There was an incident of a Tame Valley bus overtaking a WMT bus, forcing an oncoming WMT bus to brake hard to avoid a head-on collision.

It was important that there was fair competition, and no degeneration into the bus wars of old, with each side seen to be playing fair, said Mr Tyson.

For Tame Valley, Michael Carless, said that it was part of its case that the company did not realise that anything was wrong. At the time it only had two inspectors, but that had since been increased to four. Electronic ticket machines, incorporating an accurate clock, were in use.

Unlike some operators, change was given and that doubled the time collecting fares. The problem was one of incorrect timing, rather than one of deliberately introducing duplicates or extra services.

He added that traffic conditions also greatly affected late and early running. The company was in a no-win situation, with the PTE not wanting frequent timetable changes. Peak periods in Birmingham were lengthening by the day, and there was a great problem in trying to see that schedules were adhered to.

Mr Carless said that there was no evidence of buses racing each other or deliberately holding back, and there was plenty of evidence of perfectly normal operation on the videos produced, which also showed that both operators picked up their fair share of passengers.

They were only talking about minutes on many of the occasions. Criticism about buses pulling in at an angle, inoperative brake lights and unloading in the roadway because a stop was blocked, could also be levelled at West Midlands Travel. When services were registered as 'frequent', as were West Midlands Travel's, they could come and go at will and that created difficulties.

The driver involved in the overtaking incident was no longer with Tame Valley. It had not been deliberate. The oncoming bus had suddenly come over a bridge when the driver was already committed to overtaking.

The company did not encourage its drivers to have mobile telephones. The brake lights had been a recurring defect on the bus concerned.

There was no 'battle of the buses', claimed Mr Carless, and there had been no complaints from the public. The only complaints had come out of a 'concentrated nit picking exercise', utilising 30 hours of video recording. It was not surprising that some complaints arose out of that level of 'spying.'

Mr Mervyn Pugh said that the purpose of the Act had been to deregulate buses, increasing competition and opening up the industry to newcomers. The Government was encouraging competition, but that competition had to be fair.

On deregulation, WMT had gone for quality rather than quantity. Many operators who went for quantity, subsequently found themselves in trouble. Tame Valley was also a quality operator, and it was very important that no member of the public had complained.

For Tame Valley, Michael Carless said it was part of its case that it did not realise anything was wrong

The 1985 Act allowed operators to choose their own routes, timings and fares. They were not burdens placed on them by bureaucracy. They were their own choice, for their own benefit.

Tame Valley had 26 registered services and any order in relation to fuel duty rebate would cost them around £21,000. He was ▶

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Weekly report on law and the coach operator by Michael Jewell

Tame Valley Travel warned - cont

◀satisfied there had been contraventions, said Mr Mervyn Pugh, and but for the Transport Tribunal's judgement in the case of Evans Coaches in which they said some broad assessment should be made of the number of services and total route mileage operated without fault as a yardstick to measure the frequency of the breaches, he might have been persuaded that they were frequent enough to justify some action.

The complaints, numerous though they were, related to two services and did not, therefore, fall within that test of frequency.

'The Government is encouraging competition, but that competition has to be fair' - Mervyn Pugh

There had been plainly a lack of regard for the provisions of the Act by Tame Valley. These were serious matters, but he could look at them in isolation.

There was no evidence that Tame Valley had been made aware that their drivers were running amok on these routes by West Midlands Travel.

He hoped that the case would be a salutary lesson to Tame Valley, and he felt that justice would be done by merely warning the company about its future conduct.

Finally, Mr Mervyn Pugh said that he had been alarmed to find that someone at West Midlands Travel had leaked to the press that proceedings were to be taken before Tame Valley had been officially informed.

Vandalism led to prohibition notice

AN immediate prohibition notice imposed on a vehicle operated by Maun International Travel Consultants, of Sutton-in-Ashfield, had resulted from the vandalism of a seat arm, leaving a fractured surface where passengers might come into contact with sharp edges.

This was said by John Backhouse, for the company, when it appeared at disciplinary proceedings before the north eastern traffic commissioner, Frederick Whalley.

Evidence was given by a DoT vehicle examiner that the prohibition listed five other items of a delayed nature, two of which were also caused by vandalism and theft. He had examined four vehicles, issuing the immediate prohibition and three advisory defect notices. He agreed that it was not a bad picture and that there was no background of problems and complaints involving the company.

There was no criticism of the maintenance arrangements or facilities, nor of the system which provided for inspections every four weeks or 6,000 kilometres. However, the odometer reading had not been entered on one inspection record and on another the interval between inspections appeared to be 20,000 kilometres.

Managing director, Alan Reade, said that none of the vehicles covered that sort of distance in four weeks and the figure was obviously an error. He always placed great importance on proper maintenance, and had even reduced the interval between inspections from six to four weeks to be certain that it was adequate.

'I alway place great importance on proper maintainance' - md Alan Reade

Mr Whalley said he had considered that the matter could have adequately been dealt with by a warning letter issued in June, However, he had been concerned about the company's reply, which seemed to indicate that conflict had developed between its directors and the vehicle examiner.

Mr Reade said that he had always co-operated with the examiner, but some matters seemed to suggest that his attitude was not meeting with the same response. For example, the examiner had required that all four vehicles be made available at 0800 hours when the times could have been staggered. It had caused unnecessary difficulties. Defect notices had been issued when the company was already aware of the defects, which did not require immediate attention. He was worried that the commissioner might consider that the defect notices reflected on the company's maintenance standards. He thought that co-operation had to flow both ways.

Mr Whalley said his view was defect notices should be issued if the examiner thought there was a defect that should be noted, and it was the examiner's opinion that counted.

If there was no record of those faults turning into prohibition items, that was all right but, if not, it was a different story.

He believed that tension had arisen through a lack of communication on both ▶

No sign of operator

DISCIPLINARY action in the light of alleged local service irregularities by Keith Danks, trading as Metrowest Omnibus Services, of Bridgnorth, was adjourned until November when Mr Danks failed to appear at a Birmingham public inquiry before the West Midland traffic commissioner, John Mervyn Pugh.

The commissioner had been considering banning Mr Danks from operating some or any local services, and directing him to repay 20 per cent of the fuel duty rebate grant he had received over the last three months, following complaints from West Midland Travel.

Mr Mervyn Pugh said that a letter had been sent to Mr Danks' home address by recorded delivery, but a copy was not sent to his operating centre. Telephone enquiries had been made, and Mr Danks' wife knew nothing of the letter. She had said that her husband and his transport manager were out and would not be back until 1800 hours. Consequently, in the interests of natural justice, he felt that he must adjourn the proceedings.

Richard Tyson, for West Midland Travel, said he understood that Mr Danks might well be driving one of his buses, and that that was why he was not present.

Adjourning the proceedings, Mr Mervyn Pugh said that if Mr Danks had ignored the letter, it was a very poor state of affairs and he would consider invoking the provision requiring Mr Danks to pay the DoT's costs of the adjourned inquiry.

Weekly report on law and the coach operator by Michael Jewell

◀ sides and it had to stop. Agreeing, Mr Reade said that he was anxious to make a fresh start.

That was an approach he welcomed, and one that he expected from both parties, said Mr Whalley.

Mr Backhouse submitted that there had been no cause for complaint since April.

The only immediately dangerous defect was the result of vandalism and therefore did not show any lack of maintenance.

Taking no action, Mr Whalley warned that there were two matters of importance that had arisen. Firstly, the licence had been granted for single deckers and two double deckers were now in use.

Secondly, the intervals between inspections had been changed without the traffic area being notified.

Mr Reade agreed to notify the change immediately and seek to vary the licence.

The company was granted dispensation to use the double deckers in the mean time.

Pair get three-year licence

GLENTON and Keith Taylor, trading as G T Van Hire, of Wrexham, have been granted a new restricted licence for two minibuses for three years only, because North Western deputy traffic commissioner, Kenneth Birchall, wants to see more financial progress before he is prepared to grant them a full five-year licence.

At the start of a Manchester public inquiry, Mr Birchall said that he wanted to know more about the partners' main occupation and there was also a query over maintenance.

Keith Taylor said they were currently operating two small vehicles under private hire plates and self drive. They would use one of the vehicles, a 15-seater Transit, under the licence if it complied with the psv regulations and they had made tentative inquiries about the purchase of a new minicoach.

They operated a van hire service for a local firm, and when that firm wanted staff moving it was not economic to send two vehicles to move 11 people. That was why they wanted an O-licence.

Mr Birchall said the financial information was a bit sparce, and there were no running costs in the figures, but Mr Taylor said the running costs would depend upon what they did.

He had been in the haulage industry, as a transport manager, for 23 years so he was fully aware of the maintenance implications. The other partner was his son, who was a full-time builder.

Mr Birchall said that certain questions on the financial form had been answered in a vague manner. Mr Taylor said the £100 under the heading 'wages' was in relation to a pension payment. They were not taking anything out of the business at present.

Producing accounts for 1990, Mr Taylor said he earned a living with his son in building but his main occupation was in van hire. They did a fair bit of work for other coach operators and had just gained two school contracts which would bring in £1,000 a month. They did not have the overheads of a large firm.

Mr Birchall said he was satisfied about the main occupation aspect. The finance was a bit difficult to assess, but the accountants and the bank seemed happy.

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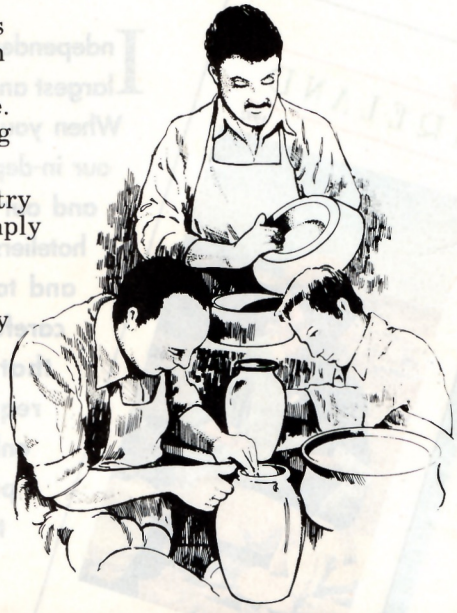
* Details correct at time of going to press. *



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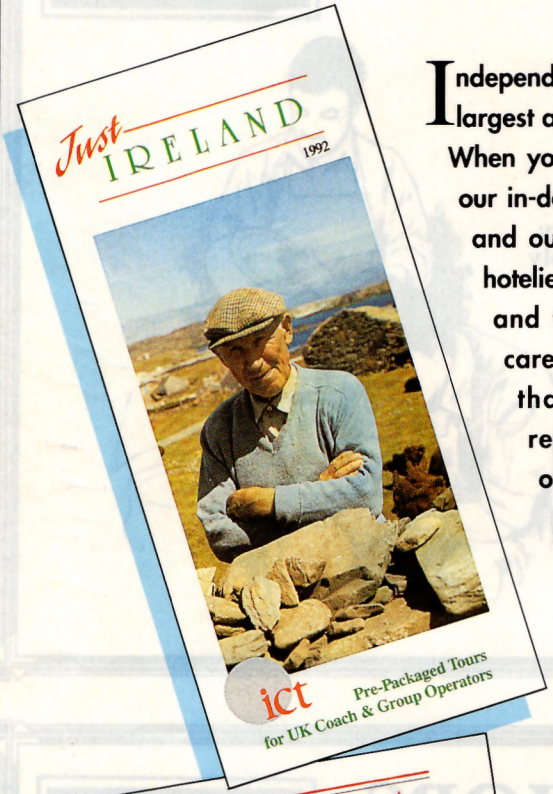

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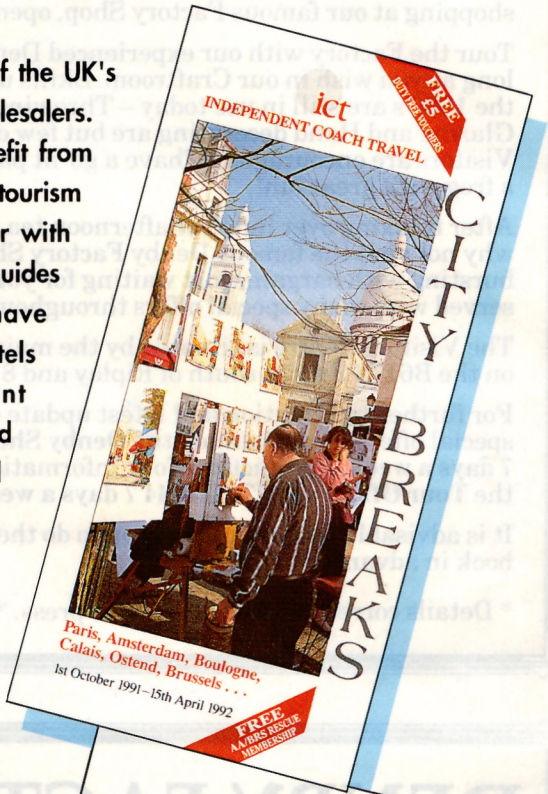
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Charm shines through the clouds on the Isle of Wight

IT'S difficult to sell off-season breaks when the destination in question is being attacked by torrential rain and buffeted by gale force winds.

The weather was so bad when the Isle of Wight Tourist Office invited *Coachmart* down to the south coast to discover the charms of the island that even some of the ferry sailings from Portsmouth to Ryde had to be cancelled.

However, in breaks between the cloudbursts, it was not difficult to see why the island would make an ideal short break.

There is plenty to see and do and it is easily accessible for visitors from the Midlands and the south of England- it is just 80 miles away from London.

It is well served by ferries. Red Funnel is the traditional operator and runs three ferries and two jets from Southampton to Cowes. A new route, from Portsmouth to Cowes is also being introduced.

LEFT: The Isle of Wight is well served by ferries - Red Funnel is the traditional operator

Tourism is the most important industry on the Isle of Wight. It is worth £200 million to the island and employs a quarter of the population. *Coachmart* editor, Anthony Hawkswell, looks at some of the attractions it has to offer.

Whitelink, formerly Sealink British Ferries, runs three routes across the Solent. These are from Portsmouth to Ryde; Portsmouth to Fishbourne and Lymington to Yarmouth.

Another major operator, Hovertravel, has announced it is offering discounted rates to coach and tour operators organising groups of 15 or more until April 1 next year.

These are: adult return £5.75; single £3; child return £2.85; single £1.65.

There are some 200 hotels and guest houses to choose from and all offer special low season and weekend rates.

Full details of all attractions and hotels on the island can be obtained from the Isle of Wight Tourist Office on 0983 524343.

Castles and manors steeped in history

THE Isle of Wight boasts an array of castles and manor houses which are steeped in history.

Kings and queens throughout the ages have fallen for the island's charm and this is reflected in many of the buildings.

One of the most impressive is Carisbrooke Castle, which stands high on a ridge two miles south west of Newport.

The site is Saxon in origin and the castle Norman. Two massive wells on which the castle depended for its water supply can still be seen and one of the highlights of the trip is watching donkeys turning the giant wheel to bring up the buckets.

Another popular castle with tourists is Yarmouth Castle - slap in the middle of the town.

Built by Henry VIII after the French sailed into the Solent in 1545, it has the sea on two sides and a moat on the others.

It is in a good state of preservation and offers a good view of the harbour from the gun platform.

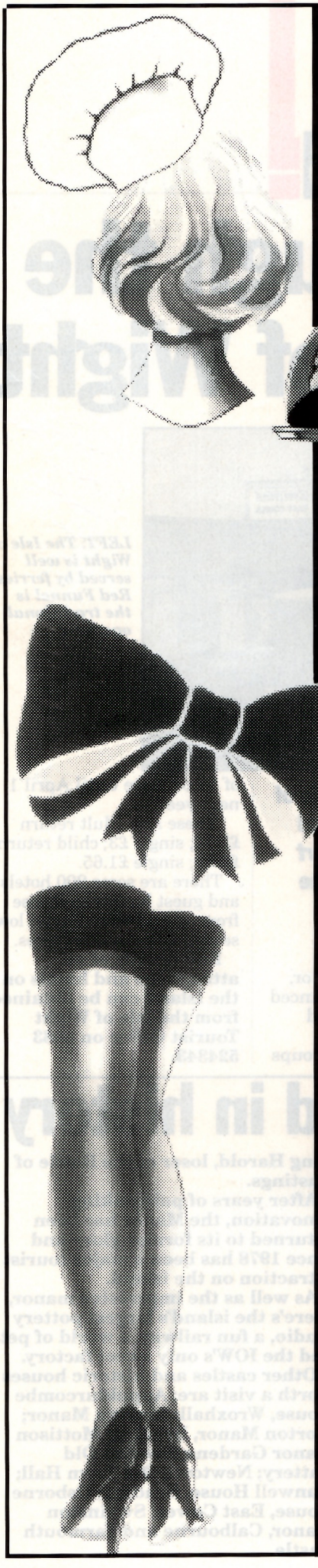
Haseley Manor stands as a testament to the determination of its owners, Richard Young and family, who bought the building in 1973 when it was literally in ruins.

Despite its lamentable condition Richard and Krystyna Young fell in love with it and it was only when they were half-way through the purchase process that they realised they were buying an historic building - first listed in the Doomsday Book and former home of King Harold, loser of the Battle of Hastings.

After years of painstaking renovation, the Manor has been returned to its former glory and since 1978 has been a major tourist attraction on the island.

As well as the impressive manor, there's the island's largest pottery studio, a fun railway, a world of pets and the IOW's only sweet factory.

Other castles and historic houses worth a visit are: Appuldurcombe House, Wroxhall; Arreton Manor; Morton Manor, Brading; Mottison Manor Gardens; Needles Old Battery; Newtown Old Town Hall; Nunwell House, Brading; Osborne House, East Cowes; Swainston Manor, Calbourne and Yarmouth Castle.



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Theme park to celebrate 150th birthday in '93

BLACKGANG Chine, near Ventnor will be celebrating its 150th birthday in 1993 - making it one of the oldest theme parks in the country.

The clifftop theme park opened to the public as Victorian pleasure gardens in 1843 and has been run and owned by the Dabell family ever since. In recent years it has developed into one of the south of England's top tourist attractions, enticing some 450,000 visitors through its gates a season - 100,000 coming by coach.

Although the gardens have been gradually falling into the sea - some 300 metres have been lost over the last 70 years - the management has been busy moving backwards and sideways to look to the future.

Perched on a clifftop 400 feet high and overlooking the English Channel, Blackgang Chine is not only a theme park, it also boasts two award-winning exhibitions - the St Catherine's Quay and World of Timber. The former was opened in 1984 and is a maritime display set in and around a 19th century quay-side scene.

World of Timber - one of Blackgang Chine's award-winning exhibitions

The theme attractions include a Wild West frontier town and a newly-opened Fantasy Land which boasts an enchanted wood, Sleeping Beauty Castle, Weather Wizard Show and giant Snakes & Ladders game.

Coach operators should allow three and a half to four hours to visit the whole park, but for those on a tighter time budget - and with older customers - separate tickets can be bought for the two exhibitions.

No advance group bookings are necessary and there is enough space in the coach park to accommodate up to 30 vehicles. Group rates for an all-in ticket for 1992 - based on 20 plus people - are: adults £3.30; children (three to 13 years) £2.20; school parties £2.20; senior citizens £2.20. World of Timber and quay- only tickets are: adults £1.80; children £1.25; school parties £1.25; senior citizens £1.

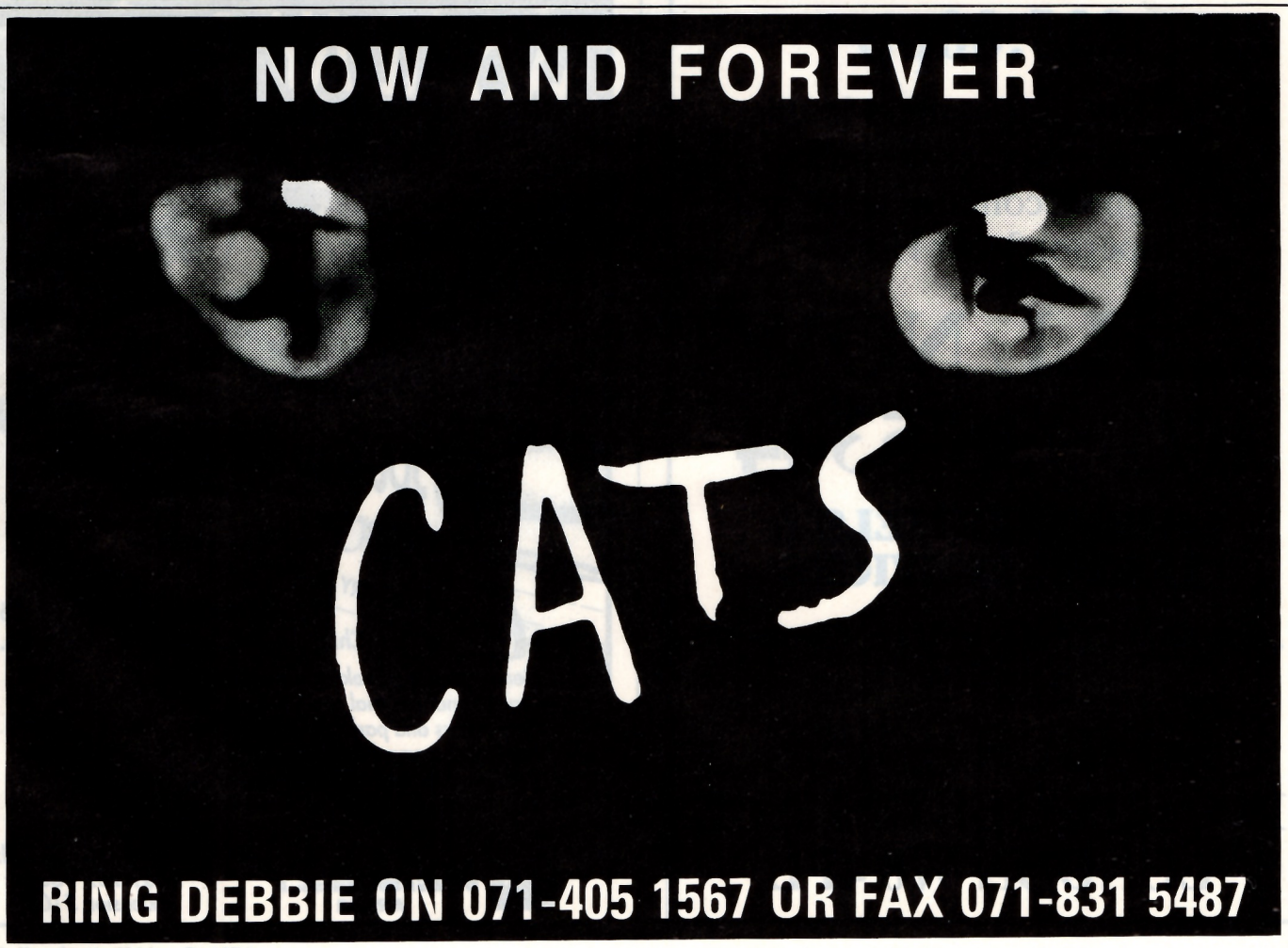
● THE word 'Chine' is of Anglo-Saxon origin and means a chasm or gorge which has been formed by erosion from wind or water.

Eurotunnel recruits UK sales manager for coaching

DESPITE its much publicised financial wranglings with the constructors of the Channel Tunnel, Eurotunnel is still busy behind the scenes getting its team together in readiness for the big opening in June 1993.

And it has recruited Andrew Miles as UK sales manager with direct responsibility for developing and running a sales team to work with coach operators and travel agents . Mr Miles joins the company from Air Europe where he was head of international sales.

Eurotunnel's commercial director, Christopher Garnett, said: 'During 1992 Eurotunnel will start recruiting the sales team which will be working with coach operators and travel agents.'



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Historic city expecting 700 coaches for festive market

OVER 700 coaches are expected to flood into the historic city of Lincoln during the popular four-day Christmas Market.

And the City of Lincoln's recreation, leisure and tourism department has announced plans to ease congestion and help coaches set down and pick up. This year - the 10th that the market has been running - every coach will be designated to one of four points alongside the market.

The City of Lincoln's tourism and publicity officer, Rob Bradley, told *Coachmart*: 'This will enable us to deal with four coaches at once, instead of one at a time as tended to happen during congested times in the past.'

Steps have also been taken to stamp out 'fly parking' and any coaches not following instructions will be held back until those adhering to the guidelines have been cleared.

Mr Bradley, said: 'We have had to become more draconian every year because the Market continues to grow in popularity.

'On the Saturday alone, we are expecting up to 350 coaches, so some sort of organisation is essential.' The Christmas Market takes place from Thursday, December 12 to Sunday December 15 and boasts all the traditional trappings of the festive season, including choirs, bands, bell ringers, carol singers and much more.

A comprehensive guide for coach operators has been produced by the City of Lincoln and copies can be obtained from Rob Bradley, Recreation, leisure and tourism department, City Hall, Beaumont Fee, Lincoln, L1 1DD. Tel: 0522 511511; fax 0522 510822.

Tourist board moves

THE West Country Tourist Board has moved from its home in Exeter for the past 20 years. Its new premises are at 60 St Davids Hill, Exeter, EX4 4SY. Tel: 0392 76351; fax, 0392 420891.

Oakfield Tours driver,Vic Kiff, became a surprise VIP when he was called on to open the new coach drivers' rest room at the Historic Dockyard, Chatham

Drivers get Dockyard rest room

A FULLY-equipped rest room for coach drivers has been officially opened at the Historic Dockyard, Chatham. Sited in the attraction's free visitor coach park, the newly-refurbished building is equipped with armchairs, colour television and a small kitchen which boasts tea and coffee-making facilities.

The rest room is the latest addition to the list of existing benefits for coach drivers, who already enjoy free parking, admission to the dockyard and a meal voucher for the Wheelwrights' Restaurant.

Ferry operator expands holiday range

NEWCASTLE-based ferry and tour operator, Color Line, has expanded its range of holidays to Norway and introduced year-round sailings from Newcastle to Bergen.

The company has also extended its programme of escorted coach tours and introduced two-centre chalet holidays. Two escorted coach tours are featured in its new brochure - *The Western Discovery and Scenic Spectacular*.

The Western Discovery is an 11-day tour combining three of the most popular resorts in Western Norway: Leikanger on the Sognefjord, Skei at the head of Lake Jolser and Voss on the shores of Lake Vang.

The price for the tour is £548, based on two people sharing a room on half-board basis, including return North Sea crossings.

The Scenic Spectacular is a highlights tour featuring the fjord resorts of Ulvik and Geiranger, the lakeside resorts of Skei and Fagernes and the fishing town of Alesund in Sunnmore. Price of the 12-day tour is £746 based on a similar basis as the Western Discovery.

Annual travel insurance details revealed

AFTER the announcement of its new day excursion and private hire scheme (*Coachmart*, October 10), Grand UK Insurance Services - the company behind the Tourplan range of insurance services for the UK coach operator - has revealed details of its annual travel insurance for drivers and couriers.

Designed for those who regularly take coaches abroad and at home each year, the cover is valid for any number of trips taken during the year and includes medical expenses, personal accident, personal liability, baggage and personal effects. The package costs £35 per person.

Included too, is the cost of sending a replacement driver or courier to continue the holiday if the insured is taken ill. Grand UK md, Stephen Thorley, said: 'We saw this as an important benefit which many policies leave out.'

For more information, contact Felix Gray on 0603 619933 or write to Tourplan, Grand UK Insurance Services, Aldwych House, Bethel Street, Norwich,

Visitor pack

IN an effort to woo the travel trade and bring groups of visitors to Lancaster next year, Lancaster Tourism has just published its comprehensive 1992 Group Visitors Pack.

Aimed specifically at coach and tour operators, the professionally produced guide carries information on all the city's attractions and a good selection of restaurants and hotels which cater for party bookings.

Descriptions of 16 attractions in the historic city all contain coach parking details, how long a tour to the venue would take, facilities available and contact names for bookings and enquiries.

Lancaster Tourism is also organising a facility visit weekend for the travel trade in February next year.

For further details of tourism in and around the city, contact David Wright, development officer at Lancaster Tourism on 0524 841249.

EuroDisney bookings selling like wildfire says operator

LEEDS holiday tour operator, Wallace Arnold, says that bookings to the EuroDisney Resort have 'exceeded all expectations'.

The company claims it has had 2,000 bookings confirmed within the first two weeks of its brochure launch. The massive theme park, on the outskirts of Paris, is due to open in April next year.

Wallace Arnold overseas director, Paul McTiernan, said: 'We have been overwhelmed by the response and all the indications are that the interest will continue to grow.'

EuroDisney has selected Wallace Arnold as its coach tour operator and it is offering holidays to the resort from 129 departure points throughout the country.

● TOURS International, the independent destination management company which specialises in group travel, features EuroDisney in its brochure for 1992.

Wallace Arnold - 2,000 bookings confirmed within the first two weeks of its brochure launch

The Tunbridge Wells, Kent, based company, says that the package tour offers an excellent business opportunity for travel operators. Tours International concentrates on excursions in the UK and Europe, including city breaks and interest trips to regions throughout continental Europe.

It says that packages can be tailored to include ferry crossing, hotels, meals, excursions, and multi-lingual guides and couriers.

The latest brochure, which features Christmas tours in Europe, as well as Weekend City Breaks, Carnivals and 'Time For Romance' trips, can be obtained from Tours International at 70 St James Road, Tunbridge Wells, Kent, TN1 2HL. Tel, 0892 515825, Fax, 0892 515815.

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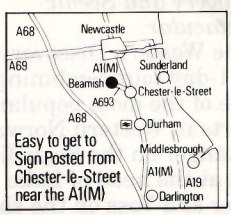

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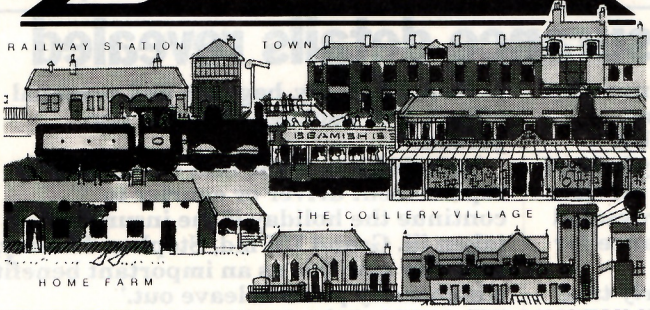

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Don't forget to leave your business card to receive details on Scotland's Travel Fair, Glasgow 9th - 10th April 1992, and we'll also tell you how you can win a week for two in a luxury country house hotel in Scotland.

I'm interested in discovering more about Scotland. Please send me a free copy of the Scotland Group Organisers and Travel Trade Guide 1992.

Return to: UK Travel Trade, Scottish Tourist Board, 23 Ravelston Terrace, Edinburgh EH4 3EU.

Mr/Mrs/Miss/Ms _____ CMT/7.11.91

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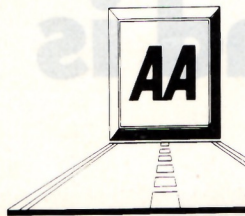
STB
SCOTTISH TOURIST BOARD



This Roadwatch report was compiled by *Coachmart* with the help of the AA. If there are other points of information you need, write to Roadwatch PSV, *Coachmart*, Wentworth House, Wentworth Street, Peterborough, PE1

European troublespots

IN **Belgium**, a contraflow system operates on the E40 east of Leige, and delays can be expected during the peak periods. North-east of Antwerp there are lane closures on the westbound carriageway of the E34 and there are also lane closures in Antwerp on the R1 due to the on-going roadworks. Delays can also be expected in Belgium on the R41 south-east of Gent where a contraflow is in operation and on the R3 Charleroi ring road where there are westbound lane restrictions for resurfacing work.

In **France** on the N1 road widening affects the stretch between Calais and Boulogne, and on the A1 south of Lille there are lane closures on both carriageways. Roadworks also affect the A1 between St Denis and Paris. Delays can be expected on the E25 south-east of Dunkirk where a contraflow system is in operation and in the South of France long term improvement work continues on the A9 to the east and west of Montpellier, with various lane closures in both directions.

Many Alpine passes are closed or in a condition where great care is required. A severe snowfall may obstruct the road for 24-28 hours and wheel chains are often necessary. Warning notices are usually posted at the foot of the pass if it is closed, or if chains or snow tyres should or must be used.

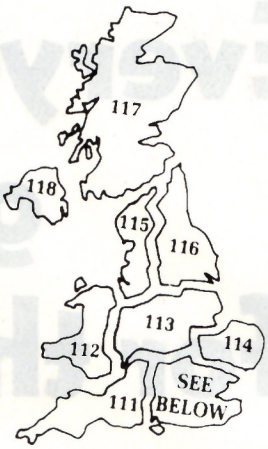
In **Germany**, roadworks continue to affect the A3 between the Frankfurt south junction and the Offenbacher motorway crossroads where there are various restrictions resulting in delays at peak times, and delays can also be expected west of Frankfurt on the A12, and between the Leipzig north and east junctions on the A14.

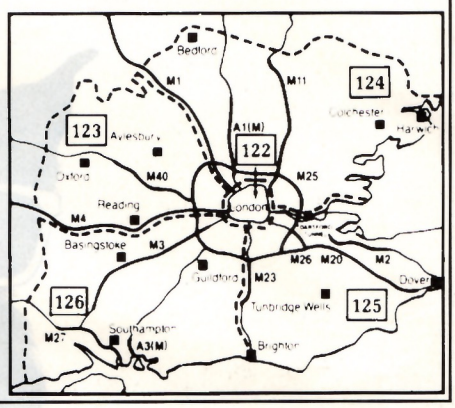
Improvement work still affects the A5 to the south-east of Bad Hersfield and south-west of Karlsruhe.

South-east of Hannover expect delays due to the lane restrictions on the A7, and approach with care the A28 north-west of Oldenburgh where work continues until the year end.

In **Holland**, roadworks will cause delays at peak times on the A16 and A27 to the south-east of Rotterdam, and there are night-time restrictions on the A8/A10 north of Amsterdam.

For the latest information, call AA Roadwatch on 0836 401, followed by:
110 for motorways across Britain
127 for M25
117 for Scotland
116 for north-east England
115 for north-west England
114 for East Anglia
113 for Midlands
112 for Wales
111 for West Country
The south-east of England is divided up as follows:
126 for area between M4 and M23
125 for area between M23 and Dartford Tunnel
124 for area between Dartford Tunnel and M1
122 for Central London
(See map, right, UK troublespots, below)
Calls are charged at 36p per minute off peak and 48p at other times.





UK motorway and major 'A' roadworks, Nov 3-17

LONDON AND SOUTH EAST

M1 Hertfordshire: Contraflow at J5 (A41, Near Watford).
M20 Kent: Contraflow between J5 and J8 (Maidstone West/Hollingbourne)
M20 Kent: Lane Closures on both carriageways between Junctions 10 and 11 (Ashford/Hythe).
M26 Kent: Contraflow between J2A (Wrotham) and the M20.
M3 Hampshire: Contraflow between J4 and J5 (Farnborough/Hook).
M4 Berkshire: Lane closure both ways J12 and J13 (Theale/Newbury).
M23 Sussex: Contraflow between J9-J10 (Gatwick/Crawley).
M25 Surrey: Contraflow between J13 and J14 (Staines/Heathrow).
M25 Hertfordshire: Anticlockwise entry slip closed at J20 (Kings Langley).
A40M London: Lane closures both ways on Westway.
A406 London: Contraflow on North Circular road between Staples Corner and Neasden Underpass.
A13 London: Restrictions in Poplar cause severe delays.
A27 Sussex: Restrictions at Falmer for Bypass construction work and also a contraflow on the Shoreham flyover for maintenance of the Adur Bridge.
A1 Bedfordshire: Speed, width and weight restrictions on the Biggleswade bypass for maintenance work.

MIDLANDS AND EAST ANGLIA

M6 West Midlands: Contraflow between J7 and J9 (Gt Barr/Wednesbury). The Northbound entry slip road is closed at J7.
M6 Staffordshire: Restrictions both ways J12-J14 (A5/Stafford North).
M5 Hereford/Worcester: Southbound entry and exit slip roads closed at J6 (Worcester North). Diversions.
M50 Hereford/Worcester: Lane closures to be followed by a contraflow at J3 (Jays Green).
A4540 West Midlands: Restrictions at Hockley (Birmingham).
A6 Leicestershire. Restrictions at Market Harborough. Also affecting the A427.
A41 Shropshire: Contraflow between Bletchley and Ashford Grange.
A47 Cambridgeshire: Temporary lights at Thorney, severe delays occur.
A11 Norfolk: Contraflow between Norwich and Wymondham.
A45 Suffolk: Contraflow at Felixstowe.

WALES AND WEST

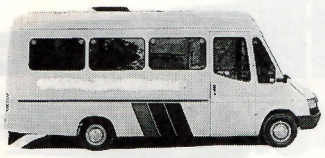
M5 Devon: One lane closed southbound 8am - 7pm between J27-28 (Tiverton/Cullompton).
M4 West Glamorgan: Restrictions both ways J39-J41 (Groes/Pentyla).
A485 Dyfed: Temporary lights at Tregaron.
A48 West Glamorgan: Contraflow between Llandarcy and Lonlas.
A4080 Gwynedd: Temporary lights on Menai Suspension Bridge.
A35 Dorset: two sets temporary lights between Dorchester and Puddleton.
A399 Devon: Temporary lights, Combe Martin.

NORTH

M56 Greater Manchester: Restrictions on the airport link road.
M56 Cheshire: Contraflow J10-J12 (Stretton/Clifton).
M66 Greater Manchester: Lane restrictions both ways between J1 and J3 (A56/Pilsworth).
M62 Humberside: Restrictions eastbound J35 (Langham).
A1(M) County Durham: Contraflow between Chester-le-Street and Birtley.
M18 South Yorkshire: Contraflow near J2 (Wadworth).
M18 South Yorkshire: Contraflow between J4 and J5 (Doncaster).
A59 Lancashire: Contraflow between Penwortham and Hutton.
Al Northumberland: Temporary lights at southern end of the Alnwick bypass.
A59 North Yorkshire: Temporary lights on Harrogate to Skipton road.

SCOTLAND

M74 Strathclyde: Various lane closures at J6 (Hamilton).
A701 Lothian: (Edinburgh to Moffat route) - contraflow near Milton Bridge.
A74 Strathclyde: Various lane closures at Elevanfoot.



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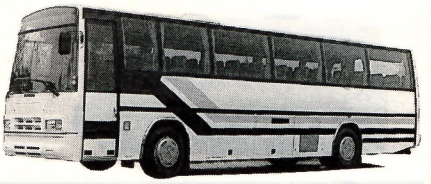

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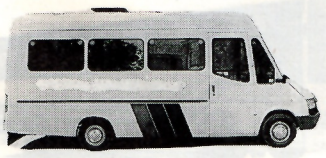

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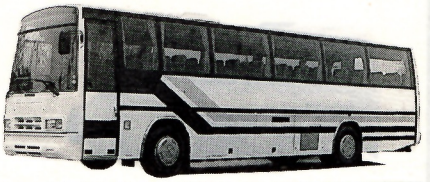

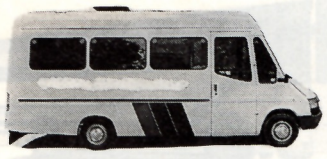

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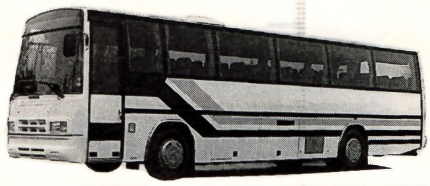

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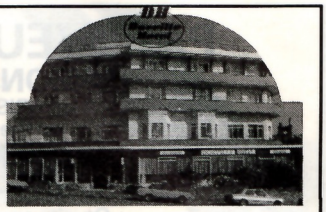

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(22446/BAR)

BEDFORD

1984 BEDFORD PLAXTON, 53 seater, good condition. **£19,995 + VAT.** For details, **tel: 081 893 2030 (Middlesex).**
(22690/BE)

BEDFORD PJK 29 SEATER PLAXTON PANORAMA, MoT June '92, taxed February, new tyres, new kingpins, new tachograph. Ideal first bus, **£2,000 + VAT. PSV Products. Tel. 061 273 3202.**
(22668/BE)

BOVA

1988 Bova Futura, 49/53, demountable toilet, boiler, video, monitor. **£62,500 + VAT. 1984** Bova Europa, 49r, toilet, monitor, video. **£32,000 + VAT. Tel. 0932 844827 daytime, 0932 340250 night time.**
(22332/BOV)

DAF

1983 PP DAF

2300 Jonckheere P599, 68 seater + courier, 4 TVs, video, radio/PA, coffee boiler, tinted windows, toilet, fully carpeted, curtains.
Make me an offer
Part exchange is most welcome
Tel: 061 480 0617 or 0831 267566
(22440/DAF)

AEC

AEC 760 ZF Box Berkhof body, 49 Vogel recliners, soft trim, carpet floor, radio/cassette, PA, curtains, wheel trims, MoT April '92, PX 53-seater, 1984 registration. **£16,950. Oakleaf, Barnsley. Tel. 723361.**
(22358/AEC)

1979 DOMINANT 11 Express 760, s/a, 53 seats, heated windscreen, curtains, taxed and tested to 1/3/92. Hi-line needed, hence sale. **£5,000 plus VAT. Tel. 081 845 6637.**
(22689/AEC)

1960 HARRINGTON CAVALIER AEC 505, ex Neath and Cardiff Express, still in original livery, very clean, 41 seats, class one, MoT August 1992, **£3,000 + VAT. Tel. (0656) 740262.**
(22660/AEC)

AEC 760 Supreme, 1977, 53 seats, MoT June 1992, good condition. **£4,500 + VAT.** Also **Bristol** reclining, 1970, MoT December 1991. **£2,250 + VAT.** Also **1979** Dennis Dominator. **£5,000 + VAT. Also** breaking **1978 Dominator. Offers. Tel: 0934 750321.**
(22424/AEC)

BEDFORD

1984 BEDFORD YNT Plaxton Paramount

53 seater, usual extras, first class condition, new MoT, inspection invited.
£24,000 + VAT
LARRATT PEPPER AND SONS LTD, Thurnscoe
Tel. Rotherham (0709) 892153
(22413/BE)

BEDFORD YMT PLAXTON SUPREME IV EXPRESS

Grant spec, 53 seaters fitted with Cummins 6 BTA engines.
Choice of 4.
2 first reg Jan 1979,
2 first reg March 1980,
fair condition for year, full maintenance records available.
Prices Circa £6,000/7,000 + VAT
Tel. Peter Meadows on 0827 60011
Bowens, 66 Fazeley Road, Tamworth
(22328/BE

1979 BEDFORD YMT SUPREME IV. Recon gearbox Oct '89, recon engine July '91, 53 seats, decorative curtains, power door, radio/cassette/PA, test Dec '91, good condition. **£4,500 + VAT. Tel. (0993) 850970.**
(22289/BE)

S REG BEDFORD YMT Plaxton Supreme III, 53 seats, tested March '92, reliable, contract coach. **£3,250 + VAT. Tel. (0594) 563669 (Gloucester).**
(22338/BE)

1983 BEDFORD PARAMOUNT 3200, 49 seats, toilet, drinks, fridge, TV/video, full exec engine and ZF gearbox, only 16 months old, in excellent condition, MoT 28/4/92. **£20,500 + VAT. Tel. (0226) 385639.**
(22331/BE)

1978 BEDFORD YMT Plaxton, 53 seater, new MoT, white with red interior, Bristol dome, recent Bedford blue engine, excellent condition, **£4,250 + VAT. 1977 BEDFORD** YMT Duple Dominant II, 53 seater, recent new engine, white with red interior, Telma, **£3,250 + VAT. Tel. Ryans Coaches (0225) 424157.**
(22412/BE)

1987 DAF SB2305 DUPLE 340

53 recliners and courier, centre sunken toilet, 2 TV's, video, drinks machine, radio cassette/PA, wheel trims, curtains, MoT March 1992.
£43,950 + VAT
Telephone: 0942 47703
(22680/DA)

BEDFORD

1980 BEDFORD PJK 29 SEATER

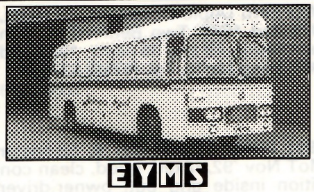
Very good condition, only 205,000km from new, all white, unlettered, 12 months MoT, must be seen.
£5,995 + VAT ono

1978 BEDFORD YMT MOSELEY

53 seater, MoT March '92, fair condition. **£1,500 + VAT ono**

CROSSGATES COACHES
Tel. (0597) 851226/851207
(22657/BE)

BRISTOL



EYMS GROUP LIMITED

REMEMBER 1966

BRISTOL MW 6G SINGLE DECK

- Eastern Coachworks - coach type body with 39 seats
- First registered: May 1966
- Registration: FHW 156D
- Gardner 6HLW engine

For information why not phone Ian Watson.
Telephone: (0482) 27142.

DAF

VAN HOOL ACRON

Powered by DAF 1160 engine, rear, double-glazed, hot water, video, 49 recliners

£35,000 + VAT

Part Exchange considered, finance possible

Tel. (0222) 884648/9

(22318/DAF)

1986 DUPLE DAF MB230, 53-seater, curtains, side lockers, toilet, TV, video, reclining seats, many more extras, MoT Aug '91. **£45,000 + VAT. Tel. (0924) 474830 or (0860) 222950.** (22301/DA)

1984 DAF JONCKHEERE, DAF 49-seater, curtains, reclining seats, toilet, video, TV, side lockers, MoT Feb '91. **£36,000 + VAT. Tel. (0924) 474830 or (0860) 222950.** (22300/DA)

1984 DAF MB200 LAG GALAXY. 49 recliners + courier, curtains, saloon toilet, water boiler, MoT Jan '92. **£33,000 + VAT ono. Tel. (0903) 209007.** (22299/DA)

DOUBLE DECKERS

NEOPLAN Double Decker, 70 seater, private plate. **£28,000 + VAT. Tel. 0932 844827 daytime, 0932 340250 night time.** (22333/DD)

DAIMLER Fleetline, 1973, new MoT, double doors, all used daily and ready for immediate work. **£3,000 + VAT. Tel. 0602 789466.** (22422/DD)

DUPLE

1987 DUPLE 425, 59 seats, Telma, radio, PA, immaculate condition, exterior white, MoT April 1992. **£45,000 + VAT ono. Tel. Great Missenden (02406) 4346 (Bucks).** (22296/DU)

1987

DUPLE 425

Cummins/ZF automatic, 46 recliners, 3 x TV monitors, wired for video (not supplied), toilet, galley with fridge, water boiler, sink and cupboards, rear continental door.

£45,000 + VAT ono

0202 537568 or 0929 554588

(22407/DU)

FORD

FORD 31/35 SEATER

Tables, twin micros, PA, tape deck, full-draw curtains, MoT and taxed, finished in two pack paint.

£9,000 + VAT

Tel. (0457) 868569

(22287/FO)

FORD R1114 Plaxton, Mk 4 and Duple Dominant 2, 53 seats, choice of three, all with MoT. **£4,500 each plus VAT** or may exchange for a more modern heavyweight plus cash if required but no silly prices please. **Tel. 0602 789466.** (22423/FO)

1980 Ford Plaxton, 53 seater, private plate. **£5,000 + VAT. Tel. 0932 844827 daytime, 0932 340250 night time.** (22334/FO)

TWO Ford Duple Dominant, 53 seats, 1979 and 1983. Two Bedford Plaxton Paramount, 49 and 35 seats, 1983 and 1985. Long MoTs. **Tel. (0758) 83707.** (22417/FO)

1981 FORD DOMINANT II, 53-seater, MoT Nov '92, taxed, good, clean condition inside and out, owner-driver, well maintained. **£6,000 + VAT. Tel. (0702) 430786 (Essex).** (22340/FO)

LEYLAND

1987 LEYLAND TIGER DUPLE 320 EXEC, 50 r/seats, new TV, new video, new toilet, recon fridge, private plate, COF January 1992. Only **£44,000 + VAT. Tel. 0371 872644.** (22691/LE)

1983 TIGER PARAMOUNT 3500

48 recliners, rear sunken WC, servery, fridge, wired for TV/video, alarm, Telma, Webasto, Autolube etc. Very nice condition and well maintained.

Part exchange considered for minibuses

Offers around £28,000

ROEVILLE TOURS

0302 844088

(10890/LEY)

LEYLAND AN6 8A, V reg, 12 months MoT, complete set of tyres just fitted, well worth an inspection, ready for immediate work, choice of ROE or Alexandra body, all with double doors. **£5,750 + VAT. Tel. 0602 789466.** (22421/LE)

FORD

1981 FORD PLAXTON

53 seats, Telma, lockers, radio, PA, cassette, tinted, test 4/92, two owners from new, unlettered, good condition.

£7,800 + VAT ono

Bugler Bristol

(0272) 778759 days

(0272) 779170 eves/wkend

(22313/FO)

LEYLAND

1983 LEYLAND TIGER

245 H.Y.D. Duple Lazer, 48 recliners & courier, toilet, servery, MoT 25/3/92.

FIRST REASONABLE OFFER

Tel. 0290 61300 office

51133 home

(22410/UN)

1978 680 Leopard Viewmaster, semi automatic, 49 Plaxton recliners, retrimmed two months ago, reconditioned engine. **£12,000 + VAT. Tel. 0836 625441 anytime.** (22444/LE)

1980 LEYLAND NATIONAL MKII, 11 metre, 48 seats, 24 standees, **£8,000. Tel. (0292) 312312.** (22666/LE)

1973 DOUBLE DECKER, 76-seater, Alexander body, MoT May '92, good condition, **£2,500. Tel. Holloways, Scunthorpe (0724) 281177.** (22277/LE)

MCW

1987 (MAY)

MCW METRORIDER

25 coach seats, Cummins 6B, ZF 5-speed, 1 owner.

£18,500 + VAT

ROBINSON, KIMBOLTON

0480 860581

(22436/MCW)

MERCEDES

MERCEDES 4[illegible]AY 88

15 seat[illegible] for easy removal, v[illegible] condition, MoT May 92, one owner.

£9,000 + VAT

SOLD

MERCEDES 609D SEPT 88

21 seats, arm rests, curtains, large boot etc, very good condition, MoT Aug '92, one owner.

£14,000 + VAT

or both for £22,000 + VAT

Tel. 031-339 6339 (Edinburgh)

(22303/ME)

MERCEDES

MERCEDES 608D 1985 (B)

21-seater, Reeves Burgess conversion, test till 11/10/92, repainted in white, unlettered. First-class condition.

£11,000 + VAT ono

Tel. (0977) 615763

(22683/ME)

MERCEDES 811D AUTO

32 seat, 1989 G, Mellor Coachcraft body, lowback vinyl seats (24 removable), Henderson hideaway taillift, 60,000 kms, CIF certificate.

£POA

Tel. 061 230 6808

North Manchester Commercials

(22349/ME)

NEOPLAN

NEOPLAN SKYLINER

77 seater, Mercedes V10 engine, 6-speed ZF gearbox, MoT July 1992, new tyres, full brake reline, 3 TV's, video, radio/cassette/PA, toilet, boiler, large fridge.

£35,950 + VAT

Telephone: 0942 47703

(22681/NEO)

NEOPLAN N907, MAN engine, 23 seats, full air suspension, double-glazed, curtains, recliners, hot water boiler, Webasto, radio/tape/PA, boot plus underfloor luggage space, taxed plus new test, **£16,500 + VAT. Tel. (0200) 445210.** (22658/NE)

SEDDON

SEDDON Pennines Alexandria bodied, 53 seats, 24 standees, Gardner engine, ZF gearbox, ready for use, inspection facility available. **£2,000 + VAT. Tel. Alan or Pete on 0602 789466.** (22420/SE)

SINGLE DECKERS

LEYLAND NATIONALS, 1978/9, 36 seats, dual doors, excellent condition, currently in everyday service, long test, **£3,500 + VAT. Also** always wanted Bristol REs, any condition. **Tel. 061 343 3517.** (22665/SD)

SCANIA

EXAMPLE

SCANIA K93 AUTO JULY 1989 (F)

49 recliners plus courier, Plaxton 3200, video, TV, drinks, toilet, radio/PA, centre carpets, white exterior, grey interior, 128,000kms, new tyres, 11 months MoT.

£78,000 + VAT.

Telephone: 081 893 2463

(22371/SC/PIC/CH)

VINTAGE VEHICLES

BEDFORD SBG Duple 41 seat vintage coach, MoT '92, recently retrimmed and refurbished, oiro **£5,000 + VAT. Tel. (0489) 892942 (Hants).** (22688/VV)

VOLVO

FOUR SEASON VIP TRAVEL

Durham City

One of the following exec vehicles must be sold

1984 VOLVO
Van Hool Alizee, SH.

1987 VOLVO
Van Hool Alizee, DH.

1989 VOLVO
Van Hool Alizee.

All to the highest spec – 49/53 seats, very low mileage, maintained regardless of cost, and unmarked, immaculate condition.

Price on application.

Superb quality vehicles for 1992.

Tel: 091 386 5070 or 0836 322241

SORRY OUR PHONES WERE OUT OF ORDER LAST WEEK, PLEASE TRY AGAIN THIS WEEK

(22676/VO)

DUE TO FLEET UPDATE A Volvo B10M Van Hool Alizee, 49/53 recliners + courier, demountable, centre sunken toilet, coffee machine, wired for TV/video, bunk, private plate. **1983, MoT March '92. £39,500 + VAT. Barratts Coaches. Tel. (0270) 625096.** (22686/VO)

1984 VOLVO B10M JONCKHEERE P599

49 recliners plus courier, toilet, coffee machine, fridge, TV and video, if required bunk, Telma, Webasto, MoT 3/92, vgc.

£32,950 + VAT

Telephone: 081 647 3675

(22432/VO)

1983 B10M PLAXTON PARAMOUNT 3500

(choice of two)

50 reclining seats + courier, Telma, double-glazed, pa/radio/tape, full service history from new, new MoT certificates.

Telephone Epsom Coaches – Epsom (0372) 725252

(22291/VO)

1982 B10M DUPLE GOLDLINER, 49 reclining seats plus courier, hot water boiler, radio PA, bunk, new floor, curtains and carpets, MoT 1 year, immaculate, full service history, **£25,000 + VAT. Tel. 031 669 4336 Stanley Mackay Coaches.** (22411/VO)

VOLVO

FINANCE HOUSE HAS FOR SALE 1984 VOLVO B10M

Van Hool Alizee, 49 seat coach, 697,053km.

Offers to

J McGraham
(0242) 224455

(22404/VO)

1981 PP VOLVO

B58 Viewmaster, 28 reclining seats, toilet, two TVs and video, 6 tables with lamps, full kitchen which includes fridge, servery bar, sink, coffee machine, tinted windows, air door, curtains, fully carpeted, a truly magnificent vehicle.

Make me an offer

Part exchange is most welcome

Tel: 061 480 0617 or 0831 267566

(22441/VO)

1986 VOLVO B10M GL

VAN HOOL ALIZEE DH

49 recliners, video/TV, toilet, servery, etc.

£52,500 + VAT

Telephone: 0642 227716

(22661/VO)

VOLVO B10M CAETANO ALGARVE, 1986, 49/53 recliners, centre sunken toilet, new engine '91 (£9,000). **£58,000 ono + VAT. Part exchange considered. Tel. 031 663 8005.** (22679/VO)

MINIBUSES

1987 D FREIGHT ROVER

Sherpa LWB, 2.5 diesel, 20 + 2 standing, moquette seats, electric entrance doors, MoT June 1992, taxed.

£4,250 + VAT

Choice of 12, 16, 18, 20, 25 and 29 seaters available.

Tel: 061 273 3202 or 0850 318585 anytime

(22669/MB)

OPTARE CITYPACER

25 seats, MoT 1.11.92, D reg, power door, stereo, Eberspacher, tacho, tinted windows, ideal private hire/local services, 5 speed turbocharger.

£11,000

Tel: 0860 561515

(22442/MB/PH)

1986 IVECO, 49/10, 21 seat bus + standees, power door, good condition throughout, **£8,950 + VAT. 1986 FORD TRANSIT** Diesel, 16 high back seats, power door, MoT July '92, **£4,950 + VAT. Tel. (0249) 782401.** (22229/MB)

1989 G REG MERCEDES, 408D, 15 seats, high back, Bristol dome, roof racks, **£14,500 + VAT. Tel. (03552) 27240.** (22672/MB)

1986 MERCEDES 307D, 12 seater, exterior white, high roof, tacho, new king pins, drums and discs etc, MoT 3/4/92, vgc, **£6,000 ono. Tel. 061 789 3369/2147.** (22659/MB)

ROBIN HOOD bodied Iveco 49/10. 25 seater, manual, stage carriage spec, good condition, MoT Feb '92, well looked after, **£12,000 + VAT. Tel. (0403) 59003.** (22419/MB)

MINIBUSES

WESTERN COMMERCIAL

NEW STOCK

811 TURBO MERCEDES. PMT AMI front, 33 seat, wide body, coachbuilt with power glider door, large boot, full width coach seats, high spec + standees. Stock.

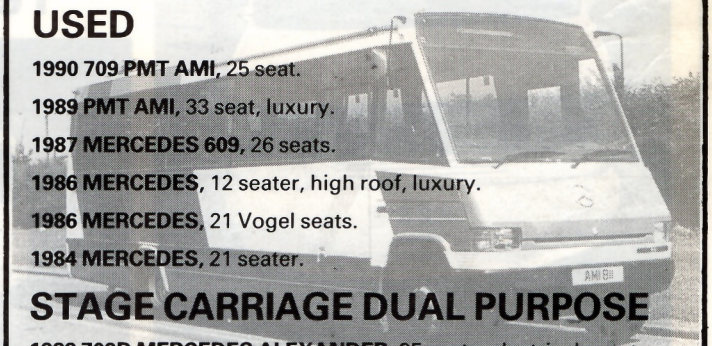
709 MERCEDES. PMT. 25 full width coach seats, power door glider, large boot + standees. Stock.

709 MERCEDES ALEXANDER, 25 seats, bus spec, electric door, standees or dual pupose seats available, stock.

609 MERCEDES VAN CONVERSION, 24 seats, electric door, luxury, 1 week.

308 MERCEDES, 12 seat, luxury.

USED



1990 709 PMT AMI, 25 seat.

1989 PMT AMI, 33 seat, luxury.

1987 MERCEDES 609, 26 seats.

1986 MERCEDES, 12 seater, high roof, luxury.

1986 MERCEDES, 21 Vogel seats.

1984 MERCEDES, 21 seater.

STAGE CARRIAGE DUAL PURPOSE

1988 709D MERCEDES ALEXANDER, 25 seats, electric door, + standees.

(17834/MB)

BRIDGE STREET, NEWBRIDGE, NR EDINBURGH
CONTACT JOHN LEITCH ON **031-333 2001**
OR EVENINGS 0357 21888
ALSO GORDON SHEARER ON 0466 792077 EVENINGS

1981 MERCEDES 508D, 21 retrimmed seats, all white, good condition, MoT September 1992. **£5,000 + VAT. Tel. 081 573 1100.** (22685/MB)

1986 RENAULT (DODGE) MINIBUS, Northern Counties body, 18 moquette seats + 9 standing, electric door, Perkins 6-cylinder auto box, PSV tested Oct '92, good condition inside and out. **£5,250 + VAT. Tel. (0422) 375893 anytime.** (22687/MB)

THE Howletts mazda BUS

Up to 14 passengers can be seated comfortably in the amazing

Howletts mazda BUS

Clarence Street Loughborough

(0509) 266901

(21480/MB)

MINIBUSES

M-2-M

NEW 24 SEAT MIDICOACH

Based on Mercedes 609D with power steering, standard specification. 24 high back Capri seats by Kustombuilt trimmed in moquette and set on racking. Soft trim interior colour coded to seats, large Dropwell boot, coach back end and off-side emergency exit. Full length luggage racks with driver's locker, lift up roof vent, air intake/extract unit, saloon heater, Blaupunkt stereo radio/cassette, dim/bright interior lighting, bronze tinted windows, decorative curtains, moulded side skirts and front spoiler bolt-on wheel trims, C.I.F. and 12 months road tax.

ON THE ROAD £27,500 + VAT

FINANCE ARRANGED

Telephone: 061 494 6117

(22348/MB)

Have you lost a bus due to accident damage, mechanical problems, or just too much work?

DON'T LOSE BUSINESS – LET US HELP WITH SHORT TERM VEHICLE HIRE!!

Freight Rovers or Mercedes Benz – 507 – 609 – 709 up to 26 seats plus courier

Delivery and collection can be arranged

M.M.S. SPOT HIRE SPECIALISTS

0785 760666 0831 841523 24hrs

(21587/MB)

1983 LEYLAND REDLINE

Reeves Burgess, 21 h/b seats, VGC, engine recent overhaul, 10 months ticket, possible to alter to 25 or 27 seats.

Open to offers

Tel. 031-440 3337 or (0836) 506575

(22653/MB)

1990 (G) FORD TRANSIT

Deansgate, 12 seater, inc heater, roof vent, skirts, marker lights. Radio cassette, exterior plain white, interior blue/grey, MoT 11/92.

£9,450 + VAT

Tel. 061 789 6334 or (0204) 658249

(22369/MB)

MERCEDES BENZ 12 SEATER LUXURY PSV MINIBUS

One only ex-demonstrator now for sale.

This quality bus was built for a prestigious show and is unregistered, ready for the road.

Finished in white this 308D has many refinements including new specification seat legs, lights, vents etc.

Current retail price is £21,956 but is offered at **£16,985** plus road fund licence and cost of PSV certificate

Telephone for details (0782) 281 365 office hours

(22448/MB)

MERC 1987 507D

16-seater Executive minibus, black tinted windows, TV, video, PA, stereo, courier seat, telephone, spotlight, reading lamps, new MoT test, taxed.

£11,500 + VAT

Tel. 081-994 8969

(22290/MB)

1987 FORD TRANSIT DIESEL

14 side-facing seats, good condition, serviced by us from new, COF July 1992.

£5,000 + VAT

Tel. Jim Seager on (0249) 654949

(22298/MB)

UNCLASSIFIED

RELIANCE COACHES (ALEC HEAD)

1973 BEDFORD YRT DUPLE

First registered 18.5.73, retrim last year, MoT till 24th August 1992. **£2,000**

1979 BEDFORD YMT PLAXTON

First registered 1.4.79, 53 seater, MoT till 9th November 1992. **£4,500**

1987 TOYOTA CAETANO OPTIMO

19 seater, plus courier, first registered 12.5.87, MoT till 20th August 1992. **£15,000**

For further details contact Tony Head

Tel. daytime (0832) 272546 evening (0832) 272697 Mobile (0860) 541572

(22656/UN)

1984 Transit LWB, 12 seats, coach interior, petrol with overdrive, tacho, MoT, good condition. **£1,750** + **VAT. Tel. 0462 814695 eves/w/ends.**

(22443/MB)

WANTED, 21 or 25-seater Mercedes 811 or Optimo. Coach seats, power door, boot, good condition. £20,000 available. All replies answered (private buyer). Reply to: **Box No 22324, Coachmart Classified, Wentworth House, Wentworth Street, Peterborough PE1 1DS.** (22324/MB)

1988 (E) FORD TRANSIT, 15 seater, 12 months MoT, good condition, **£5,750** + **VAT ono. Tel. (0902) 753770.**

(22415/MB)

1988 FORD TRANSIT LWB, new shape, 15 seater, petrol, good condition, COF 1992, **£5,250** + **VAT. Tel. 091 265 6747.**

(22664/MB)

UK CARS & COMMERCIALS LTD

Finance Company repossessions

OPEN TO OFFERS

1984 LEYLAND ROYAL TIGER PLAXTON 3500
1981 FORD PLAXTON
F REG 1989 DAF, Panoramic body executive, toilet and video.
1983 NEOPLAN SKYLINER
F REG PLAXTON JAVELIN, Cummins engine.
E REG IVECO VIENNA
COMING SOON
Y REG DAF MB 200, 49 seater, Exec.

Tel: Richard on Carlisle (0228) 515558

(22684/UN)

GAVIN MURRAY COACHES

1981 B58 VOLVO – Plaxton Supreme, 47 seats, 4 tables, carpet, curtains, toilet, radio/cassette, drinks and servery, recently re-trimmed. Test 5th March 1992.
£16,500 + VAT.

1978 VLQ BEDFORD – Duple Dominant, 45 seats, power door. Test 28th January 1992.
£4,250 + VAT.

Tel: 0744 22882

(22203/UN)

Due to Fleet Replacement we have the following vehicles for sale

1988 DUPLE 340SL body on a completely refurbished 1982 Volvo B10M chassis, 49 reclining seats, power door, TV, video, coffee machine and toilet, MoT until August 1992, very good condition. **£45,000 + VAT ono.**

1989 TOYOTA CAETANO OPTIMO, 21 coach seats with courier seat and table, large luggage boot and pen, full draw curtains, carpet down centre isle, power door, exhaust brake, recently resprayed in white, MoT until September 1992. **£22,000 + VAT ono.**

Tel: 0670 712156

(22406/UN)

BLYTHSWOOD MOTORS LTD

1175 ARGYLE STREET, GLASGOW

All Mercedes 2 years warranty or 200,000 kilometres

NEW MERCEDES 709D, coachbuilt, 29 + 10 Dip Tac standees, power service door, 7 days.

NEW MERCEDES 814D Coachbuilt, 33 luxury, armrest, boot racks, power door. 2 weeks.

NEW MERCEDES 811D, Coach Built 33 service, wide ent, p/door, 12 standees, 7 days.

NEW MERCEDES 609D, 24 seats, full spec, boot, power door, lug rack, radio cassette. Also 24 manual plus door in stock

NEW MERCEDES 410 and 408D, 16 high back face forward seats. Stock.

SHOW MODEL MERCEDES 410, 16 spec seats, curtains, special finish, stock.

NEW TALBOT TRI AXLE, 22 + 7 standees, PSV, power door, service, moquette seats. Dip tack. stock.

NEW MERCEDES 814D, coach built, 33 luxury, power swivel door, large boot, 2 weeks.
NEW MERCEDES 811 service bus, 33 + 12 standees, 7 days.
NEW MERCEDES 709, manual, 29 + 10 standees, 7 days.
NEW MERCEDES 609D, 24 seats, large boot, stock.
NEW MERCEDES 609D, 24 c/seats, p/door, stock.
NEW TRANSIT 16, Hi-roof, diesel, coach seats, stock.
NEW TRANSIT 16, diesel, 5-speed, s/door. Stock.
NEW TRANSIT, 15 seats, 5-speed, diesel & petrol, stock.
NEW TRANSIT 15, diesel, automatic, early.
NEW TRANSIT 16, diesel, sliding door, coach seats, high roof, coachbuilt, stock.
NEW DAF 400, 16 coach spec, u/floor taillift fitted and certified PSV, 2 weeks.
NEW DAF 400, diesel, 16 PSV, hi spec, stock.
NEW TALBOT 14, wheelchair ramp, diesel.
NEW TALBOT High roof, 14, luxury, stock.
NEW TALBOT 12 + driver, diesel PSV, stock.
NEW MERCEDES 609 24, UF, tail lift, stock.
NEW MERCEDES 410, 16 seats, luxury, stock.
NEW MERCEDES 408 Luxury, 16, stock.
NEW MERCEDES 308, Luxury, 12, 7 days.

ALL OPEN TO REASONABLE OFFERS

91 TRANSIT 20, power steering, air suspension, power door.
90 TRANSIT 16, high roof, PSV.
90 H MERCEDES 709D, 29 + 10 standees, low mil.
90 H MERCEDES 609D, 24 coach seats, power door.
89 G TRANSIT, 15, PSV, diesel, low mil.
89 MERC 609, 24 + tables, no boot, low mil.
89 G TRANSIT, diesel 14, PSV, side door, tested.
89 G TRANSIT, 15 diesel, SLD, tested, high seats.
89 G LEYLAND (TALBOT), 16 PSV, testing.
89 F ROVER 12 petrol, SWB.
89 TRANSIT, 12, SWB, diesel, PSV.
88 TOYOTA OPTIMO, 19 seats.
88 (F) MERCEDES 609D, p/door, 26 coach seats.
88 MERCEDES 609D, 23 coach seats, Reebur, tested.
87 IVECO 18 seat, power door.
87 TRANSIT 12, Di, LWB, PSV tested.
87 TALBOT 12, diesel, 5 speed.
87 (D) FREIGHT ROVER, Deansgate, 16 diesel.
87 TRANSIT Petrol, 12, PSV, SWB.
87 E MERCEDES 609, 26 seats, tested.
86 MAN BERKHOF Exec, 49, toilet, TV.
86 PLAXTON 4000, 71 seats, DD Gardner, ZF auto.
86 MERCEDES 608D, 21 luxury, new test.
86 (E) IVECO CAETANO, 24 air door, dual purpose.
86 RENAULT DODGE, Service Bus, 23 + standees, power steering, 5 speed, Perkins diesel, tested.
85 TALBOT, 12, PSV, petrol.
85 TRANSIT 16 Di coach seats, testing.
85 LEYLAND DOYEN, full spec executive.
83 DODGE R BURGESS, diesel, auto, 17 F door.
82 VOLVO B10 GOLDLINER, large windows, recliners, testing.
82 TRANSIT, 12 LWB, PSV, petrol, O/D. £1,000.
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79 FORD 53 Plaxton, testing. Offers.
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77/78 NATIONALS, long and SWB, tested, offers.
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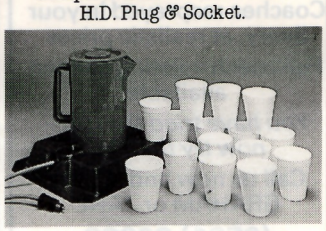

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(22241/TRA)

AUCTIONS

By direction of the Liquidator, C L Smith Esq FCA, of Messrs O'Hara Smith & Co, Chartered Accountants, Walsall

Re – H and M Coaches Limited
160/164 High Street, Chasetown, Walsall, Staffordshire

COACHES AND COMMERCIAL MOTOR VEHICLES

COACHES – 1981 Ford 53 seater with Duple body, 1980 Ford 53 seater with Plaxton body, 1975 Bristol 51 seater, 1973 Leyland Leopard 57 seater with Plaxton body.

COMMERCIAL VEHICLES – Commer 4 ton breakdown truck (ex WD) 4 wheel drive, 11,000 miles, reg no RYX 404; 1987 VW Caddy diesel pick up.

GARAGE EQUIPMENT – 4 Somers 4 ton electric portable vehicle ramps (approx 12 months old), Karcher pressure washer, Kismet 2 cylinder compressor, oil and grease dispensers, bench grinders, portable engine hoist, axle stands, trolley jacks, bench vices, racks.

STOCK – Range of spares for coaches and commercial vehicles, scrap Bristol coach.

OFFICE FURNITURE – 10 single and double pedestal teak office desks, 10 standard and swivel office chairs, 2 Smith Corona 8000 electric typewriters, Sony KD 1000 personal computer with Panasonic printer, 10 steel filing and stationery cabinets.

On WEDNESDAY 20 NOVEMBER 1991
commencing 11am

On view morning of sale from 9am. Catalogues 24p on application.

STEVENS, CHAMPION & SLATER, 48 Temple Street, Birmingham
021 643 1942

(22439/AUC)

WANTED

URGENTLY REQUIRED
7 TOURING SPEC COACHES
51/53, 1988. **Best prices paid.**
Reply to Box No. 22429 Coachmart Classified, Wentworth House, Wentworth Street, Peterborough PE1 1DS
(22429/WA)

LEFT HAND DRIVE MINIBUS WANTED
Must be under 10 years old, anything considered.
Tel: 0761 431000
(22654/WA)

WANTED – luxury mini-midi coach, 15-16 coach seats, LWB body, high roof Iveco, 49.10 or similar, E,F,G or H Reg. **Tel. (0271) 883613.** (22418/WA)

£5,000 immediate cash offered for Plaxton coach, preferably Leyland or Bedford. Must have recent MoT. Offers to **(0724) 762900.** (22430/WA)

TRANSIT Diesel Minibus or van, side loading door, G or H Reg, good condition, **reasonable price. Tel. (06973) 43148.** (22438/WA)

TRIMMING

LANCASHIRE COACH TRIMMERS. Keep your fleet on the road. Call us anytime, anywhere. For speedy repairs or quality retrims. **Tel. Tom on Preston 0772 705206.** (22427/TRI)

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the specialists
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TRIMMERS
PETERBOROUGH
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Coaches resprayed in your livery, at realistic prices
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Call us now and ask for GRAHAM or JANE
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Interior trim specialists · Roofs, floors, seats our speciality

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WATCH YOUR OWN SEATS TRIMMED THE SAME DAY!!!
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DON'T FORGET COACHMART IS NOW TAKING BOOKINGS UNTIL 7pm on MONDAY and TUESDAY EVENINGS

TELEPHONE SALLY WRIGHT ON 0733 898111 NOW!

SEMI-AUTOMATIC GEARBOXES. ● Fluid fly wheels ● Service exchange or ● 24 hour repair service. Minimum 12 months warranty. **Tel. Roberts Transmission Engineering (0203) 641853, (0831) 443411.** (21893/VSP)

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...SCRAP REDUNDANT BUSES!!!

Cash on collection, distance no object.

LARGE STOCK OF SPARES AVAILABLE FOR LEOPARDS, VRT II and III, FLEETLINERS and ATLANTEANS etc.

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SHORT MOTORS

Plus **Cylinder heads.** Crank **cases** and crank **shafts.**

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Comprehensive stocks of new/remanufactured service exchange units
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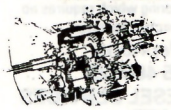

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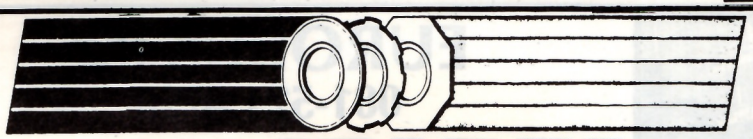

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UK's Leading Supplier of: ● **NEW** ● **RECONDITIONED** ● **USED SPARE PARTS**

DIESEL ENGINES
CYLINDER HEADS
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Mercedes factory reconditioned engines to fit **207D, 307D, 508D, 608D**
Bench run ex-stock. All other Mercedes engines rebuilt to order. Fast national delivery service available.
Plus full machine shop facilities including specialist line-boring which requires no thicker backed bearings.
Telephone
0325 468822
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609/709/811 – Bonnets, £60. Bumpers, £75. Doors, £100. Screens, £50. Mirrors, £7.50. Headlights, £40. New shape Transit Doors, £85. Transit Minibus seats – large quantity. Transit diffs £50. VWLT cylinder heads £350. Plus much more
Ring for latest catalogue.
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Commercial, Industrial and Marine Engine Reconditioning Specialists

DIESEL ENGINES
Fully reconditioned Leylands 510, 680, TL11, Gardner LXB, HLXB, Iveco 4910 turbo, Mercedes engines.
Customers' own unit can be reconditioned.
Fully fitting service if required including pick-up and delivery.
LARGE STOCK OF 2nd HAND ENGINES & SPARES ALWAYS AVAILABLE ON-SITE
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TIGER – VOLVO CONVERSION KITS AVAILABLE
Take out your old TL11 and hydracyclic box – ZF.
We supply and fit if required a Volvo THD100 engine and semi-auto gearbox.
Contact Norman for details
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Excellent service
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ONLY 86p PER WEEK

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WANTED FOR DISMANTLING SERVICE BUSES & COACHES

ABSOLUTELY ANY CONDITION REGARDLESS OF AGE

***FREE** REMOVAL OF UNWANTED HULKS (DISTANCE NO PROBLEM)*

SPARES AVAILABLE FOR
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APPOINTMENTS

LAST MINUTE THOUGHTS

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TRAFFIC CONTROLLER

Clarkes of London are expanding, we will therefore require an addition to our team – do you have the qualities to join us?

A CPC and PCV Licence are desirable, but dedication and team support with associated attitude of mind are essential.

If you are a professional in our field, vitally interested in computerised traffic operations, send your C.V. to:

MALCOLM BRAID (OPERATIONS MANAGER)
TI Minden Road, Anerley, London SE20 8EE
(NO LATER THAN 30TH NOVEMBER 1991)

(22362/APP)

DENNIS

THE **STRENGTH** TO *DRIVE* ON

As part of our planned improved service to our customers and to support the launch of new coach products into the UK coach market we seek a highly self-motivated sales person to join our coach sales team.

Hard selling in conjunction with our Dealer network and an ability to succeed in a very competitive market will be matched by a competitive salary and benefits package.

If you feel you can contribute towards our success then send your detailed CV to Brenda Patrick, **Dennis Specialist Vehicles,** Dennis Way, Guildford, GU1 1AF.

Javelin

(22670/APP)

SELL YOUR VEHICLE WHERE MOST OPERATORS SELL THEIRS!

Coachmart – the coach industry's market place

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Is like this!

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1982 R1114 DUPLE MK IV, curtains, side lockers, Telma, twin tanks, radio, pa, cassette, double glazed, very good condition, MOT April 1991 £14,000 Tel: 0733 898111

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Minimum 25 words
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BEDFORD 466
Plaxton body, MOT and taxed reduced for quick sale.
£4,000

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MAKE YOUR VEHICLE A BARGAIN BUY!
ONLY £25.00 +VAT (Maximum 25 words)
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3. PICTURE COACH

Is like this!

DISPLAY YOUR VEHICLE PLUS UP TO 30 WORDS!
ONLY ~~£56.00~~ + VAT*
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*** Special Offer – Only £27 + VAT!!!**

THE BETTER YOU TELL IT - THE FASTER YOU CAN SELL IT!

1. Choose your advertisement style (please tick)

A STANDARD POSITION	B BARGAIN BUS	C PICTURE COACH	D BOX NUMBER
minimum 25 words			
☐ x 50p = £ ☐	☐ x £25 = £ ☐	☐ x £27 = £ ☐	☐ x £8 = £ ☐
No of words + VAT	No of weeks + VAT	No of weeks + VAT	No of weeks + VAT

2. What is the best classification for your advertisement? _____

3. ▼ Start your advertisement here - one word per box - minimum 25 words - PLEASE WRITE CLEARLY IN BLOCK CAPITALS

4.
Your Name
Company Name
Address

Postcode Tel:

5. I enclose a cheque/postal order for £_____
Payable to Coachmart, or please debit my Acces/Visa card
No. ☐☐☐☐☐☐☐☐☐☐☐☐☐☐☐☐

Send to: Coachmart Classified, Wentworth House, Wentworth Street, Peterborough PE1 1DS

OR TEL: 0733 898111

Tony Walton
(0302) 531924
Mobile (0836) 753983

David Broad
(0634) 711178
Mobile (0860) 712882

CRYSTALS
MIDI-COACH SALES LIMITED

Showroom at
127 Dartford Road
Telephone (0322) 228538
and
Barnby Dun Road
Doncaster
Tel: (0302) 328888

NEW LEYLAND DAF 400, diesel, 5-speed, 16 high back Capri seats/moquette, stereo/cassette, 4 speakers, quad vent, full soft trim, luggage rack, saloon heater, tinted windows, drop passenger entrance step, COF **£17,950**
Standard Spec £16,950

NEW FORD TRANSIT, 16-seater, Monaco seats covered in moquette, modified passenger step, full soft trim, stereo/cassette, 4 speakers, saloon heater, COF **£16,950**

RENAULT MASTER T35, diesel, with luggage space, 15 seater, high spec.....**£18,450**

NISSAN URVAN, 12-seater minibus, seats covered in moquette, plywood floor covered in lino, full soft trim to saloon, interior lights, COF **£10,750**

NEW MERCEDES 609D, up to 26-seater, high back Capri seats, tinted windows in metal frames, full soft carpet trim, luggage racks, quad vent, stereo/cassette, 4 speakers, interior lights, body skirts, COF **£29,750**

NEW IVECO 4510, high tube 18-seater, high back seats, tinted windows, luggage racks, quad vent, stereo/cassette, 4 speakers, body skirts, COF **£24,950**

1991 (H) FORD TRANSIT DIESEL, 14 moquette seats, white exterior, blue interior, 35,000 miles, annual Oct '92 ..... **£13,950**

1990 (G) FORD TRANSIT 190, petrol, 10 moquette seats, white exterior, radio, taxed and MoT until March '92 ..... **£12,950**

1985 (C) FORD TRANSIT AMBULANCE, petrol, 11 seater, MoT Oct '92.....**£5,950**

PLEASE RING (0322) 228538 for our up-to-date stock list on our large selection of new and second-hand vehicles.

SECONDHAND VEHICLES

1989 (G) CAETANO OPTIMO, Toyota 6 cyld, diesel, 21 hi-back moquette seats, cream with brown interior, 1st reg 01.08.89. Annual 1 year **£25,500**

1989 (G) FREIGHT ROVER, coach built, 20 hi-back moquette seats, power door, diesel, 1st reg Aug 1989. Annual 1 year **£15,950**

1986 (D) CAETANO VIANA, 19 hi-back moquette seats, large boot, blue ext, blue int, 1st reg Sept '86. Annual July 1992 ..... **£15,750**

1986 (C) MERCEDES 608D, diesel, 21 moquette seats, white ext, blue int, radio, tacho, twin tanks, vogel seats, 1st reg June '86. Annual June 1992 ..... **£14,250**

EX-DEMO CITROEN C25, highroof, S.W.B. diesel, 12 hi-back moquette seats, Crystals conversion, white exterior, 1st reg Jan '91. Annual March 1992 ... **£12,600**

1987 (E) FREIGHT ROVER 350, diesel, 16 hi-back moquette seats, high roof, white with red interior, C.D. conversion, hi spec, 1st reg 01.08.87. Annual June 1992 ..... **£10,450**

1986 (D) FREIGHT ROVER SHERPA, 16 + standees, moquette bus seats, white/red/blue exterior, power door, diesel, Dormobile conversion, tacho, Autumn int, 1st reg 01.10.86. Annual February 1992 ...**OFFERS**

1986 (D) RENAULT T35D, diesel, 14 + courier, moquette seats, radio, carpet to floor, armrests, curtains, TV box, 1st reg 23.10.86. Annual November 1991 .....**£7,950**

1989 (F) MAZDA 2200, Derv, 14 seater, M2M conversion, red with red/grey interior, 1st reg 25.05.89. Annual April 1992 .....**£6,950**

VAN HOOL (UK) LIMITED

DURING OFFICE HOURS TEL. 0933 440221

AFTER HOURS & WEEKENDS CONTACT

John Dover **084421 7994** or **0836 280951**

1989 LAG PANORAMIC. 49 reclining seats, courier seat, centre toilet, cont. door and steps, double glazed, curtains, bunk, 1 x video, water boiler, fridge, Telma, radio, PA, tape. Finished in blue.

1988 DAF SB2305 DHS CAETANO ALGARVE. 49/53 seats, demountable toilet, 2 x TV, video, hot water boiler, courier seat, driver's bunk, carpets and curtains.

1988 VOLVO B10M CAETANO ALGARVE. 49/53 seats, centre toilet, TV/video, courier seat, double glazing and curtains.

1988 (E) LAG PANORAMIC. 49 and courier, C/S toilet, 2 screen video, water boiler, fridge, bunk, double glazed, retarder, Webasto, air conditioning, finished in white. Available for sale or hire.

1987 SCANIA K112/PLAXTON 3500. Telma retarder, 51/55 (demountable). Video system, water boiler, double glazed with curtains, centre toilet, steps and Cont. door.

1986 LAG PANORAMIC INTEGRAL KITCHEN COACH, 46 reclining seats, with rear servery, full air conditioning, centre toilet, continental step, water boiler, fridge plus usual executive features.

1985 'C' DAF MB 230 LAG GALAXY. High floor, 49/53 demountable, sunken rear toilet, TV & video, boiler, bunk, double glazed, Webasto, carpets & curtains, retrimmed throughout in brown. Finished in white.

1984 MERCEDES V8 NEOPLAN CLUBLINER. 59 seater, radio, PA, tape, 5 TV and video, 1 table, curtains, blinds, tinted glass, Webasto, 2 power entrance doors, toilet, water heater, courier seat, coffee machine, kitchen, bunk and soft trim. Long MoT.

1984 BOVA EUROPA MARK 3. 49 recliners, ZF reconditioned gearbox, new clutch, 265 bhp, toilet, TV/video equipment, Webasto, Nomad drinks machine, carpets, curtains, courier seat, radio/PA and tape, plug door, repainted in white.

1980 DAF PLAXTON SUPREME 4. 57 seater, radio, PA, tape, side lockers, power door, new MoT.

1976 LEYLAND LEOPARD/DUPLE DOMINANT. 51 seats, semi-auto, Grant doors, long MoT.

VANHOOL

VAUX ROAD, FINEDON ROAD INDUSTRIAL ESTATE, WELLINGBOROUGH, NORTHANTS NN8 4TG

VANHOOL

Hughes DAF

PLAXTON COACH & BUS
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VANHOOL
Duple International
OPTARE BUS MANUFACTURER

NEW DAF COACHES WITH 3 YEARS DRIVELINE WARRANTY

AVAILABLE FROM STOCK OR TO YOUR SPECIFICATION

Hughes DAF – VAN HOOL

Available from stock or to your specification

- DHS, SB3000 rear engine with Alizee 'H', 'DH' and Super High coachwork.
- MB230 mid engine with Alizee 'H' and Super High coachwork.
- DKZ SBR Astrobel double deck coachwork.
- Comprehensive specification includes, 51 reclining seats, demountable toilet, double glazing, etc.

Hughes DAF – PLAXTON

Available from stock or to your specification

- DHTD, DHS, SB 3000 rear engine with 3200 low driver and 3500 coachwork.
- MB 230 with 3500 coachwork.
- DKZ SBR double deck coachwork.
- Choice of 1 star through to 5 star specification.

Hughes DAF – DUPLE

Available from stock

- DHTD, rear engine with 320 SL Plus coachwork, 57 reclining seats, curtains, carpet or 53 reclining seats with rear toilet
- DHS rear engine with 340 SL Plus coachwork, 57 reclining seats, centre continental door, curtains, carpet or 53 reclining seats with centre sunken demountable toilet.

Hughes DAF HIRE

SHORT OF VEHICLES FOR PEAK PERIODS?

WHY NOT HIRE COACHES LIKE THIS BY THE DAY, WEEK, MONTH OR YEAR?

- UNDER YOUR CONTROL
- WITH YOUR DRIVERS
- WITH YOUR QUALITY OF SERVICE

Hughes DAF

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Lodge Garage, Whitehall Road West, Cleckheaton, West Yorkshire, BD19 4BJ.

FOR FULL DETAILS TELEPHONE: *0274 681144*

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